*BY ORDER OF THE COMMANDER*

*ANDREWS AIR FORCE BASE INSTRUCTION 13-202*

*4 FEBRUARY 2003*

*Space, Missile, Command, and Control*

# *AIRFIELD OPERATIONS AND LOCAL FLYING PROCEDURES*

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFI 13-204, *Functional Management of Airfield* and directs procedures to be used for airfield operations activities at Andrews AFB and defines requirements and responsibilities of support agencies for services required and provided. The procedures and instructions are directive for all assigned base and partner units and aircrews, but are not intended to supplant good judgment in the interest of flight safety. The Airfield Operations Board (AOB) has approved this instruction. Deviations are authorized only when directed by Air Traffic Control (ATC) or in emergency situations where adherence would jeopardize safe aircraft operations. This instruction combines various directives, which affect the entire ATC system at Andrews AFB, into one document common to all users and service agencies. Recommendations for improvements to this instruction are encouraged. Submit requested changes in writing to the AOB for approval through individual board members or to the 89th Operations Support Squadron (OSS), Airfield Operations Flight (89 OSS/OSA) between AOB meetings. Prior to submission, changes must be coordinated by the submitting organizations with all affected agencies. 89 OSS/OSA, Airfield Operations flight commander, or representative will incorporate all changes approved by the board. This instruction will be reviewed by the AOB annually in October.

## *SUMMARY OF REVISIONS*

**This document is substantially revised and must be completely reviewed.**

**1. General Information.**

1.1. Policy. Each partner unit or assigned organization is responsible for ensuring its personnel are familiar with this instruction. Organizations requiring the use of restricted or warning areas within the Andrews AFB local flying area, or additional training areas outside the confines of this area, will coordinate with the appropriate controlling agency prior to entry.

1.2. Word Meanings. The following definitions apply within this instruction.

1.2.1. Shall, will or must, indicate a mandatory procedure.

1.2.2. Should, indicates a recommended procedure.

1.2.3. May or Need Not indicates an optional procedure.

1.3. AOB. The AOB is established in accordance with AFI 13-203, *Air Traffic Control*. Board members include but are not limited to the following:

1.3.1. 89 OG/CC (Chair)/OGV (89th Operations Group Commander or Director of Operations).

1.3.2. 89 OSS/CC/OSA/OSW/OSAT (Recorder) (89th Operations Support Squadron, Airfield Ops Flt, Weather Flt).

1.3.3. 89 PAG/CC/CD (89th Presidential Airlift Group Commander or Director of Operations).

1.3.4. 89 CG/CC (89th Communications Group Commander).

1.3.5. 89 CS/CC/SCM (89th Communications Squadron Commander).

1.3.6. 89 SPTG/CC/CD (89th Support Group Commander or Director of Operations).

1.3.7. 89 CES/CEO/CEFP/CEV (89th Civil Engineering Squadron Operations Flight, Fire Department, Community Planner).

1.3.8. 89 SVS/CC/SVBA (89th Services Squadron Commander).

1.3.9. 89 SFS/CC (89th Security Forces Commander).

1.3.10. 459 AW/CC/OGV (459th Airlift Wing Commander or Director of Operations).

1.3.11. 756 AS/CC/OGV (756th Airlift Squadron Commander or Director of Operations).

1.3.12. NAF OPS 50 (Navy Air Facility Operations 50).

1.3.13. 1 HS/CC/OGV (1st Helicopter Squadron Commander or Director of Operations).

1.3.14. 1 AS/CC/OGV (1st Airlift Squadron Commander or Director of Operations).

1.3.15. 113 OG/CC/OGV (113th Operations Group Commander or Director of Operations).

1.3.16. 121 FS/CC/OGV (121st Fighter Squadron Commander or Director of Operations).

1.3.17. VAQ-209/OPS (Navy EA-6B Aircraft 209th Operations).

1.3.18. FAA/AF (Federal Aviation Administration Airways Facilities).

1.3.19. FAA/ATCT (Federal Aviation Administration Air Traffic Control Tower).

1.3.20. 457 AS/CC/OGV (457th Airlift Squadron Commander or Director of Operations).

1.3.21. 99 AS/CC/OGV (99th Airlift Squadron Commander or Director of Operations).

1.3.22. MAG 49/OPS (Marine Aircraft Group 49th Operations).

1.3.23. USAPAT/CO (United States Army Jet Detachment).

1.3.24. 201 AS/CC/OGV (201st Airlift Squadron Commander or Director of Operations).

1.3.25. DET 12/CC (Detachment 12 Commander).

1.3.26. VR-48/OPS (Navy 48th C-20 Aircraft Operations).

1.3.27. VR-53/OPS (Navy 53rd C-130 Aircraft Operations).

1.3.28. VR-1/OPS (Navy 1st C-20 Aircraft Operations).

1.4. **Airfield Coordination Requirements.** Airfield activities such as air shows, aerial demonstrations, exercises, deployments, crane operations and construction projects, with a potential of affecting airfield activities, must be coordinated through the 89OSS/OSA in advance to ensure proper notification of activities.

1.4.1. Crane operations must be coordinated through the 89th Civil Engineer Community Programmer (89 CE/CECP) a minimum of 30 days in advance of the requested operation to ensure an Federal Aviation Administration (FAA) Form 7460-1, **Notice of Proposed Construction or Alteration** is filed. This is a requirement of the FAA, Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace.* The 89OSS/OSA must also be notified 5 days in advance of any crane operation to ensure flying operations are not impacted.

***NOTE:*** When the approved FAA form 7460-1 is returned to the requester a copy must be sent to the 89CES/CECP and 89 OSS/OSA Airfield Manager. Failure to coordinate may result in suspension of operations until approved for flying safety.

1.4.2. Temporary Construction Waiver. In accordance with civil engineering instructions, all proposed construction activities on the airfield must be coordinated through the 89 CES/CECP 30 days in advance for approval of a temporary construction waiver by the Installation Commander. See Unified Facilities Criteria 3-260-01 Airfield/Heliport Planning Design (See UFC 3-260-01).

1.4.2.1. Project administrators must request waivers through the 89 CES/CECP no less then 30 days prior to project start date and preferably 45 days to allow all necessary coordination and clearances.

1.4.2.2. The waiver request will address the obstruction criteria requested to be waived and procedures to be followed to mitigate safety during the construction. (See above information on filing of FAA form 7460-1 for all activities on the airfield).

**2. Airfield Facilities Information.**

2.1. Airfield Location and Field Elevation. Andrews AFB is located at coordinates: 38°48’38.9” North, 76° 52’01.3” West. Field elevation is 280 ft above Mean Sea Level (MSL).

2.2. Air Traffic Control and Landing Systems (ATCALS) and Locations:

2.2.1. VOT (Navigational location on airfield) 109.6.

2.2.2. VORTAC (Navigational location on airfield) (L) 113.1, ADW, CH 78, 38°48.4’N 76°52.0’ W.

2.2.3. ZOOTE Non-a Directional Beacon (this is a navigational aid used only by pilots) 191R (5.8 NM to field) L 232 MX 38°55.2' N 76°52.3' W. Unusable beyond 10 NM.

2.2.4. KIRBE Non-Directional Beacon (008° 5.8' NM to field) L 360 RW 38° 42.0' N 76° 52.2' W.

***NOTE:*** VOR unusable between 099-182 radials beyond 9nm below 3500' MSL, 099-182 radials beyond 30nm below 11,500' MSL, 183-227 radials beyond 10nm below 2500' MSL, 183-227 radials beyond 18nm below 4000' MSL, 333-033 radials all distances and altitudes. See Instrument Flight Rules Supplement (See IFR Supplement)

2.2.5. Instrument Landing Systems (ILS): Runways 19R/1L have CAT II ILS approaches. Runways 19L/1R have Cat I ILS approaches.

2.2.6. Runway 19L is also serviced by a Microwave Landing System (MLS).

***NOTE:*** MLS unusable clockwise (CW) beyond 210 degrees above 12 degrees; counter-clockwise (CCW) beyond 170 degrees above 12 degrees. MLS unusable inside 2.5 DME; CW beyond 210 degrees below 2.5 degrees; disregard guidance signals found CW beyond 230 degrees and CCW beyond 150 Degrees. MLS unusable CW beyond 220 degrees (see IFR Supplement).

2.3. Navigational Aid Checkpoints.

2.3.1. Tactical Air Navigation.

2.3.1.1. 334 degrees 0.9 DME northwest in front of Hangar 1.

2.3.1.2. 020 degrees 1.0 DME approach end of Runway 19L and Taxiway E.

2.3.1.3. 172 degrees 0.6 DME southeast corner of Pad 91.

2.3.1.4. 216 degrees 0.7 DME southwest corner of the airfield pad.

***NOTE:*** There are no NAVAID checkpoint markings or signs in place.

2.4. Runways, Taxiways, Ramps and Parking Areas (**Attachment 2**).

2.4.1. Runways.

2.4.1.1. Runway 1R/19L (East Runway) is 9755 ft long x 150 ft wide. The south 4300 ft and north 325 ft are concrete. The remainder of the runway is asphalt.

2.4.1.2. Runway 1L/19R (West Runway) is 9300 ft long x 200 ft wide and concrete the entire length.

2.4.1.3. A grass helicopter slide area is located north of taxiway "C", east of taxiway "W" and west of the West runway. The area configuration permits simultaneous helicopter slide area, taxiway "W" and runway 19R VFR operations. Simultaneous slide area and runway operations are not authorized when wake turbulence separation is required.

***NOTE:*** This area is not usable at the present time.

2.4.1.4. Helicopters may use the first 1500 ft of any runway for slide landings IAW the Letter of Agreement on file between the FAA tower, 1st Helicopter Squadron (1 HS) and 89 Operations Group (89 OG).

2.4.2. Taxiways. All taxiways are 75 ft wide, except taxiway E between E-1 and E-4, which is 50 ft wide. Aircraft with wingspans greater than a C-141 are restricted from taxiing without prior coordination with the Air Force Reserve Center, 459th AW and use of a follow-me vehicle and wing walkers.

2.4.3. Ramps and Parking Areas. The west operational apron is located west of runway 1L/19R. The apron is divided into the following areas: tower ramp, 89 AW parking, transient parking, and 1HS parking.

***NOTE:*** (NAOC) National Airborne Operations Center in Protection Level 2 or 3 may park on row 13.

2.4.3.1. Spot 1-A is reserved for NAOC priority level 1 missions.

2.4.3.2. Spot 1-B is reserved for Medical Evacuation.

2.4.3.3. Rows 2, 3, and 4 are reserved for distinguished visitor (DV) parking and transient stop and go aircraft.

2.4.3.4. Rows 5, 6, 7, and 8 are reserved for 89 AW special air mission (SAM) operations (restricted area).

2.4.3.5. Rows 9, 10, 11, 12, and 13 are for transient aircraft remaining over night and several partner units.

2.4.3.6. The apron north of Row 13 contains 18 spots for the 1 HS and 8 spots for transient fighter aircraft. (**Attachment 2**)

***NOTE:*** The west apron is numbered Rows 1 through 13 and the individual row slots are alphabetically cataloged starting with spot A nearest the extreme west side of the ramp. Protection Level 2 and 3 NAOC aircraft will be parked on spot 7C or spot 1A.

2.4.4. The east side of the airfield is divided into three primary areas for aircraft parking and operations.

2.4.4.1. The AFRC 459th Airlift Wing C-141 aircraft parking location is designated as the north end of the east apron.

2.4.4.2. The DC National Guard 113th Wing F-16 aircraft parking location is designated as the south end of the east apron.

2.4.4.3. The Naval Air Station Washington with various Navy and Marine flying units is located in the center of the east operational apron.

2.5. Aircraft Arresting Gear.

2.5.1. Aircraft Arresting Gear. The 89$^{th}$ Civil Engineering Squadron (CES) is primarily responsible for the overall management of the aircraft arresting systems. They will insure arresting systems are inspected daily and maintained and repaired as required. They will take necessary actions to ensure personnel who maintain the arresting systems are prepared to respond and return arresting systems to operational status as soon as possible following an engagement.

2.5.2. An E-5 system is located in the overruns (128 ft beyond threshold) Runway 1L/19R. This is a unidirectional system configured for departure end engagement only.

***NOTE:*** See Flight Information Publication/Notice to Airmen (FLIP/NOTAMs) for daily configurations and reliability.

2.5.3. BAK (This is a navigational aid that is used only by pilots) 12(B): 1200 ft run out, 1 1/4 inch cable and 50,000 pound weight setting, is located on Runway 01R 1,500 ft from south end, Runway 19L 1,536 ft from north end. (**Attachment 2**)

***NOTE:*** See FLIP/NOTAMs for daily configurations and reliability.

2.5.4. Preventive maintenance inspections on the arresting systems will be scheduled to coincide with the bi-weekly closure of the runway. If out of cycle maintenance is necessary, barrier maintenance will coordinate with 89OSS/OSA for the best opportunity to accomplish it.

2.6. **Airfield Lighting Systems** .

2.6.1. West Runway (1L/19R) - High Intensity Runway Lights, High Intensity Approach Lights, Sequenced Flashing Lights, Runway Centerline Lighting, Touchdown Zone Lights, Precision Approach Path Indicators (PAPIs), 500-foot bar, 1,000-foot bar (crossbar), Side Row lights, and Threshold lights.

2.6.2. East Runway (1R/19L) - High Intensity Runway Lights, High Intensity Approach Lights, Sequenced Flashing Lights, PAPIs, 1,000 foot bar (crossbar), Termination Bar Lights and Pre-Threshold and Threshold Lights.

2.6.3. The East Runway (1R/19L) has Approach Light System with Sequence Flashing Lights 1 and the West Runway (1L/19R) has ALSF 2 configuration. Both runways have approved Simplified Short Approach Lighting System with Runway Alignment Indicator Lights (SSALR) systems operated when visibility is greater than 3/4 mile and or RVR 4,000 ft.

2.6.4. All helipads located on Andrews' movement area are for daytime VFR operations and are not illuminated for night operations.

2.7. Control of Airfield Lighting Systems. The airfield lighting systems, except obstruction lights, are controlled by the control tower. The lighting systems are operated IAW FAA Handbook 7110.65, Air Traffic Control. Lighting is supported by a back up generator, however, if needed, 89 CES power production personnel will respond to the airfield lighting vault to set lighting as instructed by the tower.

2.8. Airfield Lighting Inspections.

2.8.1. 89 CES Airfield Lighting will:

2.8.1.1. Perform a daily check of all lights. On-the-spot repairs will be accomplished during this check when feasible. Other inoperative lights will be repaired as the flying schedule permits.

2.8.1.2. Lights that cannot be repaired will be reported to Base Operations with an estimated time of completion.

2.8.1.3. Notify Base Operations when the equipment is returned to service.

***NOTE:*** The airfield lighting vault is equipped with a Siemans controller which identifies lighting outages and is set to alarm prior to a lighting systems reaching outage limits.

2.8.2. Base Operations will:

2.8.2.1. Perform an airfield lighting inspection daily.

***NOTE:*** Airfield lighting personnel will inspect all approach lighting located off Andrews AFB.

2.8.2.2. Inform the 89 CES Airfield Lighting Shop of any outages immediately after the nightly lighting inspection if it impacts the flying mission, otherwise airfield lighting personnel will check with Base Operations each morning for any outage.

2.8.2.3. NOTAM out and/or issue an Airfield Advisory for any lighting outages that impact the flying mission.

2.9. No-Light Visibility Minima. No-Light visibility minima are contained in flight publications FLIPs.

2.10. Tower Airfield Visual/Radio Blind Spots.

2.10.1. Radio. Radio problems can be expected on Taxiway E nearing the intersection of Taxiway N and on the 201 AS ramp north of Taxiway W2.

2.10.2. Visual. There are three blind spots on the airfield; the 201 AS ramp, Taxiway W-2 between the 201 AS ramp and the Aero Med Control facility, and the 113th WG parking apron.

***NOTE:*** See **Attachment 3** for airfield information visual references.

2.11. Sweeper Operations.

2.11.1. With the type of aircraft operating on Andrews and the size and condition of taxiway shoulders, sweeper operations are a high priority to prevent Foreign Object Damage (FOD), aircraft damage and operational delays.

2.11.2. Sweepers will operate daily from 0600 to 1700 daily, unless directed otherwise to accommodate unusual aircraft operations, construction or maintenance. Daily sweeper operations should be in accordance with **Attachment 14**.

2.11.3. Concerted daily emphasis will be given to primary aircraft taxi routes (W,E,S,N) and points where taxiways and runways intersect since these areas are susceptible to FOD when aircraft enter and exit the runway.

2.11.4. Sweeper personnel will be on standby 24 hours a day, and be able to respond within 15 minutes for airfield emergencies.

2.11.5. During AF1 and other heavy aircraft operations, sweeper personnel will be in position on the airfield prior to the estimated time of departure or arrival to respond to potential runway closures for FOD.

2.12. Monthly Airfield Pavement Inspection. To ensure all necessary personnel are aware of conditions on the airfield, a joint monthly airfield inspection will be accomplished the second Friday of each month. The purpose of the inspection will be to note hazards, identify new short range requirements, validate previously identified maintenance requirements and identify items that could have safety of flight connotations. Participants will be the Airfield Manager, 89 CES Pavement Engineer, Flying Safety Officer, and other personnel as necessary. This inspection will provide an avenue for identifying and eventually prioritizing issues impacting safe operations and mission accomplishment.

2.13. Quarterly Airfield Obstruction Inspections. To ensure all necessary personnel are aware of obstructions surrounding the airfield, a joint quarterly airfield obstruction inspection will be accomplished the third Friday in January, April, July, and October. The purpose of the inspection will be to note any new hazards and validate previously identified hazards for status (removed or remaining).

Participants will be the Airfield Manager, Flying Safety Officer, and other personnel as necessary. This inspection will provide an avenue for identifying new hazards and maintaining a current airfield waiver package. The base civil engineer is responsible and required to submit the Annual Airfield Waiver Package to HQ AMC for approval. The Airfield Manager and Chief of Safety will coordinate on the package before submittal (See UFC 3-260-01). The Civil Engineering Community Planner will brief airfield waiver status at the quarterly AOB.

2.14. Airfield Pavement Maintenance Team. The 89 CES will establish a dedicated team to provide daily preventive maintenance on the airfield. The team will consist of at least two qualified pavement repair personnel. All members of the team will possess restricted area badges with escort privileges, in order to escort any pavements personnel needed for maintenance. The team will be dedicated to maintaining airfield pavements. The Horizontal Shop Superintendent will arrange for the team leader to accompany the Airfield Manager on the daily inspection once a week to assist in identifying work the team can accomplish.

2.15. Restricted Areas. Restricted areas and force protection (FP) levels are outlined in AAFBI 31-101, *Normal Security Operations*. There are numerous restricted areas on Andrews AFB. Access to these areas requires additional clearances from the owner/user of the area. The current restricted areas on the west apron are the 1 HS, 89th mass parking area and NAOC location when on station. Restricted areas on the east apron are the 459th aircraft parking apron, and 113th apron. Additionally, hanger 18 area and taxiway W3 facilities are designated restricted areas.

2.16. Airfield Grass Mowing. The 89 CES is responsible for ensuring all personnel performing grass cutting operations on the airfield are flight line driving qualified and equipped with a very high frequency (VHF) radio to coordinate access with the control tower. During mowing season, a schedule will be established to ensure all areas of the airfield are maintained according to Bird Aircraft Strike Hazard (BASH) requirements. The grounds shop will take full advantage of scheduled runway closures to cut close to the runway edge. All grounds work accomplished on the airfield will be coordinated with airfield management.

2.17. FOD. Every entrance to Andrews' flight line has a FOD check point. All vehicles will stop and check their tires for rocks and truck beds for potential items that could be dropped and ingested by aircraft. Failure to stop and perform FOD checks will result in flight line driving revocation and require unit commander letter for reinstatement.

2.18. Fuel Spills. Depending upon the size and location, aircraft fuel spills represent varying degrees of hazard to life, property, and environment. The official responsible for determining the degree of hazard and appropriate action is the Andrews Fire Chief, Environmental Flight Chief/Representative or a Spill Response Team (SRT) qualified member. Any person having knowledge of a known or suspected fuel spill notifies the fire department, control tower, Base Operations, fuels resource control center, Maintenance Aircraft Coordination Center (MACC), or Environmental Flight by the most expeditious means available. All trained personnel will take immediate action to contain the fuel spill. The Base SRT will be activated by the Fire Department when spills reach 55 gallons or more. Aircraft personnel responsible for the spill shall assist in the clean up as needed. The Fire Department is not responsible for cleaning up spills, only their containment. Personnel will assist as directed by the Incident Commander on site. No aircraft or ground power equipment should operate within 1,000 ft of the spill until the emergency is terminated by the fire department. The senior fire officer on scene may shrink or expand the cordon as the situation dictates. The 89 CES Environmental Investigator will to determine Maryland Department of Environment reporting requirements.

2.18.1. Fuel spills with the potential of reaching storm water drainage systems will be reported by the On Scene Commander to the 89 CES for implementation of the spill plan. An environmental flight investigator will determine Maryland Department of Environment reporting requirements.

2.19. Aerospace Ground Equipment/Support Equipment. When not in use all equipment (to include fire bottles) must be removed from the apron and stored in authorized AGE/support equipment storage areas located away from aircraft.

2.20. Towing Operations. Aircraft towing operations will be coordinated and accomplished according to applicable technical manuals and maintenance operating instructions. Continuous radio communications must be maintained with the control tower at all times.

***NOTE:*** Prior to any tow operations commencing on taxiway "W2", the coordinating agency or individual must notify Senior Executives (SENEX) of the operations prior to entering taxiway W2.

2.21. Navy Trim Pad Operations.

2.21.1. Contact Navy Base Operations for detail trim pad operations.

2.22. Runway Surface Determination. Airfield Management personnel will be responsible for obtaining all runway surface conditions (RSC) and runway condition readings (RCR). These inspections are required to determine effects of weather on the runway surface, so that accurate advisories may be relayed to aircrews. Once the process for determining the readings are begun the entire runway must be completed before a reading and condition determination is made.

2.22.1. RCR Value

2.22.2. RCR value less than or equal to 5 NIL

2.22.3. RCR value 6 to 11 POOR

2.22.4. RCR value 12 to 17.FAIR

2.22.5. RCR value greater than 17.GOOD

2.23. Airfield Access. Andrews AFB flight line, including aircraft parking aprons taxiways and runways are controlled areas. Access is restricted to those whose presence on the airfield is required in the performance of official duties and have been approved by the unit commander. Security forces patrols the airfield and challenges violators. All personnel who observe suspicious persons in or around aircraft, taxiways, runways, or unscheduled taxiing of aircraft will notify Central Security Control (CSC), Command Post, MACC, control tower or Airfield Management by the fastest means available.

2.24. Airfield Construction Coordination. The base civil engineer ensures that coordination and clearance is obtained from Airfield Management prior to beginning any construction or repair on the airfield. All construction waivers (see UFC 3-260-01) and FAA notifications (Part 77) will be processed and pre-construction meeting established to determine construction requirements and operational impact on flying mission.

2.24.1. Partner units (Resident Office in Charge of Constructions (ROICC), Navy Public Works, Army Corps of Engineers and others) must coordinate all construction projects and repairs on the airfield with their host unit base civil engineer. This coordination is necessary to integrate all construction on the airfield into a comprehensive plan to reduce operational impact on flying operations.

2.25. Aircraft Maintenance Engine Runs.

2.25.1. 89 AW Aircraft: The on-duty DynCorp Andrews Support Division, Aircraft Branch, SAM 4 is responsible for authorizing aircraft engine runs (to include quiet hours 2200L-0700L) for mission aircraft. Mission aircraft specifically include all special air mission primary and backup aircraft, except for Presidential Airlift Group aircraft. Designated spare and alert aircraft engine run requirements will not normally be conducted during quiet hours. The only exception will be when there is no other option to meet a mission requirement as determined by the Production Superintendent.

2.25.2. Pre-coordinate any potential quiet hour engine runs through DynCorp Management and 89 LG/CC during normal duty hours.

2.25.3. Coordinate all engine run requirements (to include quiet hour runs) through MACC, who will notify Base Operations of all proposed engine run operations to ensure pads are available and taxi routes are not impacted.

2.25.4. Brief DynCorp Management and Logistics Group Commander (LG/CC) of any unanticipated quiet hour engine runs performed no later than 0700 the next duty day.

2.25.5. Transient Aircraft Maintenance Engine Runs: Maintenance engine runs exceeding 70 percent RPM for engines or filed barometric pressure for conventional engines will not be conducted between the hours of 2200L and 0700L, unless essential to the unit mission, and approved by the LG/CC or designated representative.

2.25.6. Coordinate transient engine run requirements (to include quiet hour runs) through MACC, who will notify Base Operations of all proposed engine run operations to ensure Pads are available and taxi routes are not impacted.

2.25.7. Pad 92 and 93 are the primary areas for aircraft maintenance engine runs. Pad 94 is the alternate site for larger aircraft if necessary.

***NOTE:*** Engine runs conducted on these pads require closing adjacent taxiways to aircraft for lack of lateral wing tip clearance.

2.25.8. The 459 AW engine run area on the fuel system repair area, north end of the 459th ramp is currently useable.

2.25.9. C-12 engine run-up checks may be accomplished on the alternate fuel cell repair area on the north ramp; however, this area will not be used for maintenance engine runs. (This does not include engine runs at idle power.)

2.25.10. 201st AS: May conduct engine run-ups on spot A-3 (C-4 alternate) of the 201st ramp, only one engine allowed above idle (not to exceed 80% N1 Maximum RPM), no more than 5 minutes, aircraft must face east and hours of operations will be 0700-2200. 89 OSS/OSA must be notified prior to run.

2.25.11. Presidential Airlift Group (PAG) Aircraft: The Presidential Logistic Squadron Production Superintendent authorizes PAG aircraft maintenance engine runs. Engine runs up to and including full power are normally performed inside Hangar 19, the AF1 maintenance complex. VC25 engine runs above idle (70% N2) will be performed on Pads 92, 93, or 94 during quiet hours. The PAG commander or designated representative will not perform engine runs during quiet hours except to meet mission requirements as determined.

2.25.12. Pre-coordinate all potential quiet hour engine runs through MACC, who will notify Base Operations of all proposed engine run operations to ensure pad availability and taxi routes are not impacted.

2.26. Partner Units.

2.26.1. Engine run-up checks and maintenance engine runs will be accomplished in the areas identified above.

2.26.2. Units that do not coordinate engine runs through MACC will contact Andrews Base Operations for approval and notify 89 Security Forces/Central Security Control (SFS/CSC).

2.26.3. Base Operations will be notified when engine run is completed and aircraft is moved.

2.26.4. Base Operations must be notified of all maintenance engine runs prior to aircraft positioning on any Pads.

2.26.5. Radio contact with the Andrews control tower is required prior to all engine run-up checks and engine runs.

2.26.6. Procedures for maintenance engine runs on pads 92/93/94.

2.26.6.1. To prevent potential aircraft damage, the chart below lists the preferred distance from the exhaust point of the engine to the pavement edge.

***NOTE:*** Extracted from the engineering technical letter for jet engine trust standoff requirements for airfield asphalt edge pavements.

| **Aircraft** | **Power** | **Distance (ft)** | **Remarks** |
|---|---|---|---|
| KC-10 | N1 100% | 175 | |
| | | 220 | 3 engines |
| B-52H | Max | 85 | |
| KC-135A | Full | 70 | |
| R | TRT | 150 | |
| B-1B | Augmentor | 340 | |
| Boeing 747 | Takeoff | 150 | 4 engines |
| Boeing 777 | Takeoff | 350 | |
| C-5A/B | Takeoff | 210 | |
| C-757/ C-17 | Takeoff | 150 | |
| C-141A/B | Max Thrust | 115 | |

***NOTE:*** If there is a concern about an aircraft jumping chocks, and the airfield geometry precludes maintaining the recommended distances for large aircraft (C-5s, etc.), AMC has recommended maintaining a minimum 25ft from the tail of the aircraft to the edge of the shoulder. This position is less than that required by the engineering technical letter (ETL) and may result in damage to the shoulder pavement. However, the 25ft buffer will prevent damage to the aircraft and the aircraft can be moved back so it can be controlled if it should jump the chocks.

2.26.6.2. To minimize operational impact on Taxiway "W", pads 93 and 92, between the run-

ways, will be used as the primary maintenance engine run areas. However, pads 94 will be used for larger aircraft (C-5, KC-10, 747, etc) and can also be used at the discretion of the tower during times of reduced flying.

***NOTE:*** There will be no engine runs or aircraft positioned on pad 94 1-hour prior to any DV 1 arrival or departure.

2.26.6.3. Prior to all maintenance engine runs, Base Operations must be notified so the appropriate taxiway can be noticed-to-airman closed. (distance requirements for thrust clearances do not guarantee wing tip clearance on these small pads).

2.26.6.4. White reference lines are painted on the pads to ensure the dimensions listed above are used to safely run-up engines. Because of the limited size of pads 92, 93 and 94, the adjacent taxiway will be closed during maintenance run-ups.

2.26.6.5. Aircraft will not be positioned with the exhaust pointing southwest on pad 93 or southeast on pads 92 and 94 to prevent FOD and dust from being blown onto the approach end of the runway and prevent potential wake/exhaust turbulence on the approach.

2.26.6.6. Maintenance personnel will ensure the pads are free of all FOD and fire bottles and support equipment are removed after completion of engine runs.

2.26.6.7. Base Operations will be notified by control tower when engine runs are completed and aircraft is removed from the pad so the closed taxiway can be re-opened.

2.27. Noise Complaints.

2.27.1. During duty hours (0800-1700L) refer all noise complaints to the public affairs office.

2.27.1.1. After duty hours, Base Operations will record the information and forward it to public affairs office the next duty day.

2.28. Noise Abatement Flight Restrictions. In order to reduce adverse public reactions, the following noise abatement procedures are established at Andrews AFB.

2.29. Multiple Approaches. Between the hours of 2300L and 0600L, all flights arriving at Andrews AFB will make full-stop landings. Multiple approaches or touch-and-go landings are not authorized during this period.

2.29.1. Takeoff. After takeoff, using procedures consistent with technical orders for respective aircraft, maintaining proper clearance from clouds and climb as rapidly as possible to 1,500 ft MSL (not applicable to helicopters and single engine light aircraft.)

2.29.1.1. Aircraft making an IFR departure to the north, if cleared for a left turn, will start a standard rate turn within 1.5nm from the end of the runway (ADW/2.5 DME). If unable to comply, do not accept clearance. During north operations, aircraft making an east turnout for an IFR/VFR departure, including entry into the closed or VFR box pattern, from either Rwy 01L or 01R will not begin a right turn until reaching Suitland Parkway (ADW/1.5 DME) and at or above 400ft AGL. Aircrews will avoid overflying the east housing areas.

2.29.2. Landing. Before landing, all aircraft will maintain traffic pattern altitude as long as practical.

2.29.3. Preferential Runways. Large multi-engine jet aircraft (C-135 or larger) will use the west runway for takeoffs and landings if practical. The VC-25 and E4 will not normally use the east

runway for takeoff. With flight safety and weather as the determining factors, Runways 19L/19R will be used when possible on Sundays between 0900L-1200L. If possible, and runway permitting, afterburner equipped aircraft will takeoff on 19L during this period.

2.30. Airfield Inspections. The Airfield Manager or designated representative shall perform one daily airfield inspection to include an inspection of the airfield lighting system and at least one airfield check.

2.30.1. A special inspection of the runway shall be accomplished upon completion of an emergency landing or takeoff, which could adversely affect the runway condition.

***NOTE:*** A runway inspection will not be conducted for an emergency fuel landing aircraft unless other situations dictate.

2.30.2. The runway will be inspected prior to re-opening, following repairs.

2.30.3. Runway inspections will also take place according to procedures for ramp freezes and aircraft freezes.

2.31. Runway Change Procedures. When notified of impending runway change by DCA or actual change, Andrews Tower will notify Andrews Base Operations and Base Weather.

***NOTE:*** Andrews Base Operations will notify Navy Operations of all runway changes.

2.31.1. Opening and Closing Runways.

2.31.1.1. Only the Airfield Manager or designated representative can open or close the runways, taxiways or aprons.

2.31.1.2. Whenever an emergency aircraft lands the runway used for landing shall be closed until opened by the Airfield Manager or designated representative.

***NOTE:*** Contingent upon the nature of the emergency (FOD potential), and weather vehicles respond down the runway, the airfield manager or representative may not require a runway inspection prior to opening.

2.31.1.3. Whenever barrier maintenance re-configures the arresting cables (BAK-12, E5), the runway is closed until inspected by the airfield manager or representative.

2.32. ATC Facilities. Andrews AFB has a control tower and an approach control facility, commonly known as a Tower Radar Approach Control. The facilities are staffed by the FAA and operate 24 hours a day, 7 days a week.

2.32.1. Designated Airspace.

2.32.1.1. Andrews' ATC facility's designated airspace is from the surface to 2000ft MSL and radius is dependent on the landing runway.

2.32.2. Local ATC Frequencies:

2.32.2.1. Ground 121.8 275.8

2.32.2.2. Tower 118.4 349.0

2.32.2.3. Clearance 127.55 285.475

2.32.2.4. ATIS 113.1 251.05

2.32.2.5. Wash Appch 124.0 269.0

2.32.3. ATIS Procedures. The ATIS is available 24 hours a day seven days a week. Dial up the appropriate frequency to listen to update airfield and airspace information.

2.33. 113th Wing explosive operations.

2.33.1. Arm/De-Arm Pads:

2.33.1.1. North End/Twy E: Four Spots 330 Degree Heading

2.33.1.2. Pad 91/Twy E: Four Spots 330 Degree Heading

2.33.1.3. Parking Apron: License is not required IAW AFMAN 91-201, Explosive Safety Standards, paragraph. (3.25.4.2), covers HC/D: 1.4, NEW: 999 lbs

2.34. Marine Aircraft Group-49, Detachment A explosive operations.

2.34.1. Arm/De-Arm Pads.

2.34.1.1. North End/Twy E: Four Spots 330 Degree Heading

2.34.1.2. Pad 91/Twy E: Four Spots 330 Degree Heading

2.34.1.3. Parking Apron: License is not required IAW AFMAN 91-201, paragraph. (3.25.4.2), covers HC/D: 1.4, NEW: 999 lbs

2.35. Transient fighter aircraft with hot munitions.

2.35.1. Due to explosive requirements and maintenance capabilities aircraft with live forward firing armament cannot use Andrews AFB.

***NOTE:*** If an emergency aircraft or weather divert lands with hot armament it will have to be positioned on the 113th ramp (space permitting) or Hazardous Cargo pad. If parked on the hot cargo pad it does not have to be un-loaded provided the parking area meets the Net Explosive Weight (NEW) of the ordnance (T.O. 11A-1-33). If not down loaded, security will be required until maintenance personnel arrive and munitions are removed

2.36. **All armed aircraft landing at Andrews AFB shall return to the de-arming area to have weapons checked for proper clearing and to clear all unexpended ordnance prior to returning to the ramp.**

2.37. **In the event of an overcrowded arming/de-arming area, hot aircraft will be held on taxiways N or S with weapons pointed towards the center of the airfield.**

2.38. Responsibilities:

2.38.1. Pilots of armed aircraft shall:

2.38.1.1. Inform the control tower when arming/de-arming is required and advise whether aircraft is equipped with forward/non-forward firing ordnance.

2.38.1.2. Stop their aircraft in the arming/de-arming area in the proper direction until it is armed/de-armed and safe.

2.38.2. Andrews Control Tower shall:

2.38.3. Direct aircraft to be armed/de-armed to the proper area.

2.38.4. Relay pilot arming/de-arming request to their respective operations section.

2.38.5. Route taxiing traffic behind arming/de-arming aircraft.

2.39. Transient Alert Services

2.39.1. DynCorp provides transient alert services 24 hours a day 7 days a week.

**3. Flying Areas.**

3.1. Andrews AFB Local Flying Area. The local flying area for Andrews AFB is the area bounded by straight lines connecting the following air navigation facilities, fixes, or locations: Beginning at the McGuire VOR, southeast along the Atlantic Coastal Air Defense Identification Zone (ADIZ), southward along the ADIZ boundary to intersect the Raleigh-Durham VORTAC, direct to Pulaski VORTAC, direct to Allegheny VORTAC, to Philipsburg VORTAC, and back to the McGuire VOR.

**4. VFR Procedures.**

4.1. VFR arrival/departure routes are according to procedures established for the Washington Terminal Control Area.

4.2. Intersection Departures. It is the responsibility of the pilot to ensure full compliance with all governing directives and to conform to safe operating practices.

4.2.1. The measured distance from the intersection to the runway end will be provided by the control tower prior to approval of any intersection departure. (**Attachment 2**).

4.3. Normal Traffic Patterns Direction and Altitude.

4.3.1. Overhead Pattern- 1R/19R Right Turns, 1L/19L Left Turns. Altitude: 2,000 ft MSL.

***NOTE:*** Do not over-fly the base hospital. No carrier breaks allowed on 01L/19R

4.3.2. Rectangular Pattern- 1R/19R Right Traffic, 1L/19L Left Traffic. Altitude 1,500 ft MSL.

4.3.3. Light Aircraft Pattern- 19R/19L Right Traffic, 01R/01L Left Traffic. Altitude 1,000 ft MSL.

4.3.4. Helicopter pattern: as directed by Andrews Tower, altitude 800 ft MSL.

4.3.5. Practice Approaches: fixed wing aircraft making touch-and-go or low or missed approaches before starting a climbing turn will:

4.3.5.1. Runway 01L or 01R: Proceed to Suitland Parkway.

4.3.5.2. Runway 19L or 19R: Proceed to a point abeam the base lake.

4.3.5.3. Deviations from established traffic pattern to accomplish special training may be approved, traffic permitting, at Andrews Tower's discretion.

***NOTE:*** VFR traffic patterns are depicted in **Attachment 4** and **Attachment 5**. Tower may modify patterns to sequence or accommodate traffic.

4.3.6. The following airport weather conditions will be used as a standard for implementing VFR separation in the Andrews radar pattern: ceiling at or above 2,700 ft and visibility 3 miles or greater.

4.4. Simulated Flame Out Procedures. SFOs shall only be authorized per Letter of Agreement between 113 WG and the FAA. (**Attachment 6**, **Attachment 7** and **Attachment 8**)

4.5. Helicopter Activities:

4.5.1. Helicopter Transition Area. Transition/emergency procedures training for helicopters (including auto rotations) will be conducted to/from the following areas in priority order as listed: either runway, North grass, South grass and then any other area (Bears Den, Navy Pad, South Pad) when cleared by Andrews Tower and all necessary precautions have been taken. Traffic pattern altitude for all landing areas at Andrews is 800 ft MSL downwind and 600 ft MSL base leg. Deviations from any traffic pattern included in this instruction, including altitude (i.e. 1,200 ft MSL or below for turning auto rotations) or route (i.e. inside downwind for turning auto rotations or wide patterns for a formation flight) must be approved by Andrews Tower.

4.5.1.1. Use of Runways as Transition Areas. If the east runway (19L/01R) is used, transition patterns will be flown as depicted in **Attachment 4** and **Attachment 5** unless early turnouts are made. Early turnouts will be made before Navy operations (19L) and Pearl Harbor Drive (01R). If the west runway (19R/01L) is used for transition patterns, no early turnouts will be made unless instructed by Andrews Tower.

4.5.2. Helicopter Departures from Non-Movement Areas:

4.5.2.1. Upon approval from ATC, helicopters are permitted to depart from any area of the airdrome. Precautions must be taken to minimize FOD dispersal.

4.5.3. Helicopter Weather Minimums. Weather minimums for helicopter flight within Andrews airspace are established as follows:

4.5.3.1. Helicopter VFR operations in the Washington Area Class B Airspace are authorized during weather conditions of at least 1,000 ft ceiling and 3 miles visibility. When weather is below 1,000 and 3, special VFR operations shall be conducted. The commander of 1 HS shall determine operations when minimums less than basic VFR are required.

4.5.4. Helicopter Functional Check Flights (FCF), which cannot be completed at the airfield, will be conducted between the Andrews 160 and 190 degree radials extending to the 20 Distance Measuring Equipment arc, outside Andrews Class B Airspace.

4.5.5. Present position takeoffs/arrivals from 1 HS parking areas are authorized per written agreement with Andrews ATC.

4.6. **Reduced Runway Separation.** Reduced runway separation standards are covered in a letter of agreement and are only authorized for aircraft from the following agencies: 113th Wing and Marine Air Group 49 Det A.

4.7. **Unusual Aircraft Maneuvers.** Pilots shall not request to conduct maneuvers that are not essential to the performance of the flight (i.e. high-speed low approaches, practice airfield attacks, flyby's, etc.) without prior 89 Operations Group Commander (89 OG/CC), approval. Submit requests to 89 OSS/OSA at least 1 week in advance.

4.7.1. The control tower will disapprove any pilot request for unusual maneuvers, including unnecessary low passes and unscheduled flybys.

4.7.2. Requests for maneuvers, which would violate FARs, must be submitted to the Airfield Operations flight commander at least 60 days in advance to provide ample time for waiver coordination with the FAA. The installation commander or a designated representative is the final approving authority.

4.8. Field Carrier Landing Pattern (FCLP). Navy and Marine units based at Andrews use a FCLP Pattern. Letters of agreement between the units and the FAA regulates pattern use. During FCLP operations, the East Runway (19L/1R) will be closed to non-participating aircraft due to equipment in close proximity of the runway. (**Attachment 9**)

**5. IFR Procedures.**

5.1. Normal Radar Traffic Patterns. The Andrews Approach Control Facility controls from the surface to 2,500 ft MSL. The patterns are set to run Right traffic to Runway 01R/01L and Left traffic to Runway 19R/19L. The patterns may be modified by approach control. (**Attachment 10** and **Attachment 11**)

5.2. Instrument Approaches in Visual Meteorological Conditions (VMC) in the Andrews radar pattern. Aircraft on IFR flight plans practicing instrument approaches shall expect VFR Class "B" separation while in the Andrews radar pattern. Pilots are expected to maintain VMC conditions at all times. Pilots should advise ATC if compliance with assigned altitudes, headings, or routes will cause the aircraft to enter IMC conditions. In the event that VMC cannot be maintained, Andrews approach will issue appropriate IFR clearances and standard IFR separation services will be applied.

5.2.1. Turbojets and aircraft weighing more than 19,000 pounds shall be separated by no less than 1 1/2 miles laterally or 500 ft vertically or visual separation.

5.2.2. Aircraft weighing 19,000 or less shall be separated by no less than target resolution or 500 ft vertically or visual separation.

***NOTE:*** Pilots who do not desire to participate in this program should advise ATC and shall be given standard IFR separation.

***NOTE:*** Standard wake turbulence separation will be applied when required.

5.3. **IFR Procedures.** Except for helicopter flights, aircraft remaining in Andrews AFB Class "B" airspace during periods when the ceiling is less than 2,500 ft or the visibility is less than 5 miles may be directed by the tower controller to:

5.3.1. Make a full stop landing, or depart the airport traffic area and contact Andrews Approach Control for radar handling.

5.4. Surveillance (ASR) Approaches. ASR approaches are available 24 hours a day 7 days a week as published.

5.5. Local Departure Procedures. As directed by ATC.

5.6. Radar Vectors to Initial Procedures. Expect vectors to initial as directed by ATC.

**6. Emergency Procedures.**

6.1. General. Specific procedures cannot be prescribed for every situation that might be considered an emergency. As a general rule, an emergency includes any situation, which places an aircraft, people

and or property in danger or distress. If it is unclear whether a situation is an emergency, treat it as an emergency. Emergency response procedures are IAW a letter of agreement between the Andrews FAA facilities and the 89 AW.

6.2. Primary/Secondary Crash Alarm Systems.

6.2.1. Primary Crash Alarm System (PCAS). The primary crash net is activated by the control tower. Primary stations on the net are: Fire/Crash Station, Base Operations, security forces (receive only, no transmit) and the hospital. The control tower tests the system each day between 0700L and 0800L. The secondary crash net is an alternate to the primary net.

6.2.2. Secondary Crash Net (SCN). The secondary crash net is activated by Base Operations. The net is tested daily between 0730L and 0815L.

6.2.2.1. All subscribers to the secondary crash net will train their personnel on proper procedures before allowing them to answer the net.

6.2.2.2. All agencies answering the net will pickup the receiver and listen (do not speak) until their agency is called for during the roll call or Base Operations asks for questions.

6.2.2.3. When roll call is taken each agency will acknowledge by responding clearly with their operating initials.

6.2.3. The control tower will activate the crash phone when any of the following conditions exist:

6.2.3.1. An emergency is declared by either the pilot, the wing commander, or designated representative.

6.2.3.2. A no radio (NORDO) aircraft is approaching for landing.

6.2.3.3. An aircraft engages the arresting cable.

6.2.3.4. During actual or simulated disasters.

6.2.3.5. A pilot elects to jettison on or off base.

6.2.3.6. The watch supervisor/senior controller determines that an emergency exists IAW FAAH 7110.65.

***NOTE:*** The primary and secondary crash net are activated only for in-flight emergencies, ground emergencies or when directed by the installation commander.

6.3. Mishap/Hazardous Air Traffic Report (HATR). In addition to FAA internal notification requirements, the following agencies shall be notified in the event of an aircraft mishap, possible or actual HATR or runway incursion:

6.3.1. Airfield Operations Flight Commander

6.3.2. Air Traffic Control Liaison Office

6.3.3. After Hours: Contact Base Operations

6.4. Emergency/Personnel Locator Beacon (ELT/PLB) Signals. Upon notification of an ELT, Base Operations will notify the appropriate agencies. If the ELT is not located after 1 hour, Base Operations will notify the Air Rescue Coordination Center at Langley AFB, VA (1-800-851-3051). These procedures are outlined in a quick reaction checklist at Base Operations.

6.5. Hot Brake Procedures. The hot brake areas at Andrews AFB are designated as the outbound east edge of pads 13 and 93 and the outbound west edge of pads 12 and 92. E-4 hot brake areas are outbound west edge of pads 14 and 94. (**Attachment 2**)

6.5.1. Procedures. When an aircraft commander states he/she has hot brakes, he/she will be instructed to taxi the aircraft to the appropriate hot brake pad. If the hot brake area is already occupied, the pilot will be directed to the nearest area, which will best isolate the aircraft from other traffic and cause the least disruption to operations.

6.5.1.1. The pilot should normally park the aircraft crosswind to aid wheel cooling.

6.5.1.2. The senior crash/fire supervisor at the scene will determine when the aircraft wheels have cooled sufficiently to permit the aircraft to be towed or taxied.

6.6. Hydrazine Containment Procedures.

6.6.1. Hydrazine is a toxic and highly flammable liquid having physical properties similar to oily water with an ammonia odor. The F-16 aircraft is the only aircraft in the Air Force inventory that uses hydrazine. When an F-16's emergency power unit (EPU) has been fired, there is a strong possibility of hydrazine. Base bioenvironmental must clear a suspected aircraft before they can return to their parking spot.

***NOTE:*** Hydrazine holding areas are pads 12 and 13 for northbound operations, and pads 92 and 93 for southbound operations.

6.7. Bail-Out/Fuel Jettison/External Stores/Tip Tank Procedures.

6.7.1. Abandonment of Aircraft in Flight. When the preplanned abandonment of a disabled aircraft becomes necessary, the pilot must ensure maximum safety to lives and property on the ground.

6.7.2. Area Description. The preferred impact area is located on the NOTTINGHAM VORTAC 120 degree radial between the PATUXENT River and the shore of the CHESAPEAKE Bay (4 DME from NOTTINGHAM).

6.7.2.1. Bailout Procedures VFR/IFR:

6.7.2.1.1. Pilots will advise ATC and Andrews Tower of their intention to abandon aircraft. Andrews Tower will immediately activate the Primary Crash Net.

6.7.2.1.2. Base Operations will ask the 1 HS if a search and rescue helicopter is available.

6.7.2.1.3. All personnel will abandon the aircraft over Andrews AFB except crewmembers required to fly aircraft to the bailout area or crewmembers equipped with ejection seats.

6.7.2.1.4. The aircraft will proceed to the Nottingham VORTAC. If fuel and circumstances permit, the aircraft will hold at Nottingham until the base rescue helicopter (if available) arrives in the bailout area. The aircraft will be abandoned while on the Nottingham VORTAC 120 degree radial, at a point between the Patuxent River and the shore of Chesapeake Bay (4 DME). Vectoring service can be provided by ATC.

6.7.2.1.5. Andrews Base Operations will notify Washington Air Route Traffic Control Center or Leesburg Flight Service Station to assist in search and rescue.

6.7.3. Emergency Jettison of External Stores, Fuel and Cargo.

6.7.3.1. Primary Jettison Area. The primary area is defined as a point over the Chesapeake Bay at the 25 NM fix on the 125 degree radial of Andrews VORTAC at the intersection of the 125 degree radial and Patuxent VOR 010 degree radial.

6.7.3.2. Alternate Jettison Area. The alternate area is that portion of Andrews AFB located between the runways north of taxiway S and south of the VORTAC station. (**Attachment 2**). This area is for emergency use only!

6.7.3.2.1. Procedures. Pilots will notify air traffic control of the nature of the emergency and requirements to jettison.

6.7.3.2.2. Every precaution should be taken to ensure that surface vessels and or other property are not endangered.

6.7.3.2.3. Jettison procedures will be in accordance with the appropriate aircraft technical orders.

6.7.4. Jettisoning under VMC. Aircraft with sufficient fuel will notify Andrews Tower or Washington approach/departure control of the necessity to jettison external fuels or cargo and will proceed to the primary area.

6.7.4.1. External stores, fuel or cargo will be jettisoned at the 25 NM fix while proceeding outbound on the 125 degree radial of Andrews VORTAC. Jettison altitude and procedures are dictated in the respective aircraft flight manuals.

6.7.4.2. If an extreme emergency situation precludes use of the primary jettison area, the pilot may elect to use the alternate area. External stores will be released at an altitude of 800 ft MSL while on a heading parallel to the runways. When heading southbound, jettison immediately after passing the VORTAC station. When heading northbound, jettison immediately after passing taxiway S. Cargo jettison will be accomplished similarly except that altitude and air speed will be in accordance with applicable aircraft operating procedures and performance data. Fuel will not be jettisoned on base!

6.7.5. Jettisoning under Instrument Meteorological Conditions (IMC):

6.7.5.1. Under IMC conditions, pilots will obtain clearance from Washington center or Washington approach/departure control to proceed to the primary jettison area. Altitude will be as assigned by the controlling facility (altitude should be as low as possible to keep impact within the designated area). Radar vectors to the jettison area may be requested.

6.7.5.2. When the situation (VMC or IMC) precludes use of the primary area to jettison fuel, the pilot will not jettison below an altitude of 8000 ft above the terrain, when practical. Should weather or emergency conditions dictate jettisoning at a lower altitude, every effort must be made to avoid populated areas.

6.7.5.3. The Airfield Operations flight commander will notify the following agencies each time stores or cargo are jettisoned in Chesapeake Bay:

6.7.5.4. Operations officer, Patuxent River NAS, Government Interdepartmental Code 131.

6.7.5.5. Duty officer, 5th Coast Guard District.

6.7.5.6. Baltimore District office, U.S. Army Corps of Engineers.

6.7.5.7. Staff Judge Advocate/Claims Officer, Andrews AFB MD.

6.7.5.8. 89 AW Flight Safety.

6.8. Emergency Arresting/Barrier Gear Procedures. All tail hook equipped aircraft requesting to engage a barrier can expect runway 01R/19L. All emergency response procedures will be IAW a letter of agreement between the Andrews FAA ATC facility and the 89th Airlift Wing.

6.9. Wind Limitations on Control Tower. Andrews FAA Control Tower will evacuate when winds exceed 60 knots.

6.10. Andrews FAA ATC Facility Evacuation Procedures. In the event of evacuation, Andrews FAA ATC personnel will evacuate in accordance with FAA procedures.

6.11. Base Operations Evacuation Procedures. In the event of evacuation, Base Operations personnel will relocate to Navy Base Operations in accordance with all procedures outlined in the Base Operations quick reaction checklist.

**7. Flight Line (Controlled Movement Area) Vehicle/Pedestrian Operations.**

7.1. Vehicle Operations on the Movement and Non-movement Areas.

7.2. Radio Discipline. All personnel shall exercise professional communications procedures when operating radio equipment. Radios shall be utilized for official business only.

7.2.1. All vehicles entering the controlled movement area shall be VHF/UHF equipped. Those vehicles that are not VHF/UHF equipped will not be allowed to enter the controlled movement area unless escorted by a vehicle with VHF/UHF capability.

7.2.2. All commanders will ensure personnel required to perform any duties on the airfield are fully certified to operate a vehicle on the airfield IAW AAFBI 13-201, *Flight Line Driving Procedures.*

***NOTE:*** All standby personnel will be certified to operate a vehicle on the airfield to prevent operational delays during emergencies.

7.3. Tower Controlled Portion of the Movement Area. The control tower is responsible for controlling all aircraft/vehicular traffic utilizing the runways, overruns, and taxiways (excluding taxiway W2, Hazardous Cargo Pad and Compass Rose which are designated non movement areas) Double yellow lines (taxi lane edge stripes) define the movement area. The following procedures apply to vehicular operations.

7.3.1. Control tower approval must be obtained prior to vehicles entering the movement area and any vehicle crossing a runway VFR hold line or instrument hold line. VFR hold lines are depicted by four large yellow lines (two solid and two broken), painted across all taxiways with access to the runway. Instrument hold lines are depicted on taxiways N, S, W1, and W4 by the letters "INST" preceded by two wide yellow lines with perpendicular connecting lines. All vehicles will stop at the VFR hold lines and only proceed beyond these hold lines when approval has been granted by the control tower. All hold lines are painted traffic yellow. Vehicles intending to enter the movement area must have continuous direct radio contact with the control tower or be escorted by a vehicle that is in continuous direct radio contact with the control tower.

7.3.2. Detailed airfield driving procedures are contained in AAFBI 13-201.

7.4. Vehicle Runway Crossing. Only radio equipped, authorized vehicles will be allowed to cross the active runways. All efforts shall be made to use perimeter road to circumvent the runways. In critical situations, mission-essential vehicles will be authorized to cross the runway after following procedures contained in AAFBI 13-201. Any vehicle crossing the runway(s) will exercise extreme caution.

**8. Flight Plans.**

8.1. Flight Plans. All aircraft departing Andrews AFB will comply with one of the following flight planning requirements:

8.2. File a completed DD Form 175, **Military Flight Plan,** DD Form 1801, **DOD International Flight Plan** or other authorized forms according to AFI 11-202, *Volume 3, General Flight Rules* and FLIP General Planning. Original flight plans will not be accepted via radio.

8.2.1. File a flight plan with the local flight service station, or through other agencies (i.e., Military/Civilian Dispatch Centers). If flight plans are filed with other agencies, the flying unit is responsible for flight following responsibilities. Strips filed in the DD Form 175 format will include the following information:

Printed name and signature of aircraft commander

Organization and phone number of unit's point of contact

Alternate airfield (if filed)

Fuel endurance

Location of crew list/manifest

Aircraft registration number

Flight planning strips filed in the DD Form 1801 format will include the following information:

Printed name and signature of aircraft commander

8.2.2. Organization and phone number of unit's point of contact.

8.2.2.1. Location of crew list/manifest.

8.2.3. Flight plan will be faxed to Airfield Management Operations 1 hour prior to proposed time of departure for DD Form 175 and two hours prior to proposed time of departure for DD Form 1801.

8.2.4. Aircrews will call Airfield Management Operations verifying flight plan was received, legible and complete. Call must be made one hour prior to proposed time of departure for DD Form 175 and two hours prior to proposed time of departure for DD Form 1801. Airfield Management Operations will not process a flight plan until receiving a verification call from the pilot/unit.

8.2.5. Airfield Management Operations will make corrections to properly signed flight plan strip when necessary to facilitate departure clearances.

8.2.6. Airfield Management Operations will send a departure message to the destination station listed on the properly signed flight plan strip.

8.2.7. Transient/stopover/divert flight plans. Flight plans may be re-filed or amended with Airfield Management Operations via any means (radio, telephone, fax, etc) provided Airfield Management Operations personnel can verify an original flight plan clearance was filed.

8.2.8. Airfield Management Operations may verify original flight plans by contacting the original departure location via telephone or flight plan processing computer.

8.2.9. Locally assigned Navy and Marine Corps units will file to the maximum extent possible with Navy Operations during normal operating hours. After hours, flight plans may be filed in person or faxed to Airfield Management Operations.

8.2.10. Responsibilities:

8.2.10.1. 1st Helicopter Squadron will:

8.2.10.1.1. Use 89th AW Form 11 in lieu of the DD Form 175 when conducting local VFR flights. When conducting local VFR flights, the 1st HS will contact the control tower directly and the 1st HS mission Control Officer (MCO) will be responsible for flight following.

8.2.10.1.2. Use 89th AW Form 11 in lieu of the DD Form 175 when conducting IFR flights in the local radar pattern. Call Airfield Management Operations no later than 1 hour to Estimated Time of Departure. Give the following information:

8.2.10.1.2.1. Date of Flight.

8.2.10.1.2.2. Call Sign.

8.2.10.1.2.3. Proposed Departure Time.

8.2.10.1.2.4. Delay Time (D X+XX).

8.2.10.1.2.5. Alternate and ETE to alternate (if required).

8.2.10.1.2.6. Aircraft Serial Number.

8.2.10.1.2.7. Pilot in Command (last name, rank).

8.2.10.1.3. Use a DD Form 175 when flying outside the local area. 1st HS pilots will fill out a DD Form 175 IAW FLIP General Planning Chapter 4 procedures and fax a copy to Airfield Management Operations. Pilots must call Airfield Management Operations and verify that their flight plan was received. All DD Form 175s must be signed. Original flight plans will not be accepted via radio.

8.2.10.1.4. All original flight plan documentation must be maintained IAW AFMAN 37-139, *Records Disposition Schedule*, Table 13-7, Rules 3 and 4.

8.2.10.1.5. 1st HS accepts responsibility for providing procedures to guard against hi-jacking of its aircraft. Any VFR local flight plan problems shall be resolved between 1st HS and the Control Tower.

8.2.10.2. 89th OSS/OSA (Airfield Management Operations) will:

8.2.10.2.1. File the canned or faxed DD Form 175 flight plan, making only those changes needed for computer acceptance. When changes to the DD Form 175s are necessary, a full

clearance read-back (FRC) will be entered in as the first item in remarks.

8.2.10.2.2. Provide flight following when canned or DD Form 175 flight plans are filed.

8.2.11. Maryland State Police Unit will:

8.2.11.1. Use DD Form 175 or other authorized form according to AFI 11-202 Volume 3, *General Flight Rules* when conducting Non-MEDEVAC flights.

8.2.11.2. Fax completed flight plans to Airfield Management Operations 1 hour prior to estimated departure times.

8.2.11.3. Call Airfield Management Operations to verify flight plan was received, legible and complete. Call must be made one hour prior to proposed time of departure.

8.2.11.4. MEDEVAC flights are exempt from the above procedures. MEDEVAC flights will contact the control tower and advise that the flight is a MEDEVAC mission.

8.2.11.5. The control tower will allow the MEDEVAC mission to proceed as soon as traffic permits.

8.2.11.6. The Maryland State Police Dispatch section will be responsible for flight following all MEDEVAC missions.

***NOTE:*** For those units that file canned flight plans via the phone, fax their flight plan to Airfield Management Operations, or file through outside agencies (Jepessen, military/civilian dispatch centers, etc) a completed copy of the flight plan must be retained IAW AFI 11-206, *General Flight Rules and* AFMAN *37-139*, within their squadron operations.

8.3. Andrews Control Tower shall forward to Base Operations the following:

8.3.1. All arrival/departure times.

8.3.2. After initial contact, all known information regarding civil aircraft attempting to land without a Prior Permission Required (PPR) number.

8.3.3. When the VFR traffic pattern is closed and reopened.

**9. Miscellaneous Procedures** .

9.1. **NOTAMS.** Andrews Base Operations is the airfield's flight service section. Base Operations is the NOTAM issuing agency. NOTAMs not meeting the requirements of AFJMAN 11-208, *Department of Defense Notice to Airman (NOTAM) System*, will be issued as local NOTAMs. Aircrews can verify NOTAMs through the use of a computer located in the flight planning room next to the dispatch center, reviewing the published NOTAMs or by calling the Leesburg Flight Service Station.

9.2. **Radio Use.** All aircraft equipped with a VHF radio will use VHF frequencies while conducting multiple approaches or SFOs in the local Andrews radar or tower pattern.

9.3. **Standard Climb Out (all runways).** "Fly runway heading, maintain 2,000 ft."

9.4. **Go Around.** As instructed by ATC.

9.5. **Use of Airfield by Civil Aircraft.** AFI 10-1001, *Civil Aircraft Landing,* governs the use of USAF installations by civilian aircraft.

9.5.1. Use of Andrews AFB by civil/general aviation is not authorized. (Only the Installation Commander or designated representative can grant exceptions to this policy.) Andrews does not have USAF aero club or support facilities to accommodate these aircraft. Additionally, operational requirements and heightened security to support DV movements makes it unfeasible.

9.5.1.1. Except for emergencies, no civil aircraft will land without approval of the Installation Commander or his designated representative.

9.5.1.2. Requests for civil aircraft landing permits will be processed through Head Quarters USAF/XOOCA according to AFI 10-1001.

***NOTE:*** Under certain conditions, civil aircraft landing permits may be processed through airfield operations 89OSS/OSA for Installation Commander's approval.

9.5.2. Unauthorized landings present a distinct security risk to Andrews AFB. If a pilot files a flight plan to and lands at a United States Air Force installation without first obtaining prior permission, the installation commander or a designated representative may categorize the landing as unauthorized in accordance with (IAW) AFI 10-1001.

9.5.3. When a civil aircraft, without a PPR requests permission to land, the tower supervisor will be advised that no prior approval has been obtained and the aircraft is to be denied landing rights.

9.5.4. If the pilot of a civil aircraft declares an emergency and needs to land at Andrews AFB, the tower supervisor/controller-in-charge will allow the aircraft to land, direct him to clear the active runway and stop, and notify Base Operations of location.

9.5.4.1. Base Operations supervisor will respond to the aircraft and coordinate with tower to ensure the aircraft is held in position until security responds.

9.5.4.2. Base Operations will notify Central Security Control (CSC) to dispatch a security team to the aircraft to maintain security of the aircraft and crew and, if necessary, to conduct follow-on actions as directed by the Airfield Operations Flight Commander or designated representative.

9.5.4.3. Base Operations will notify the Airfield Operations Flight Commander.

9.5.4.4. Base Operations will have Transient Alert provide a vehicle to the aircraft and standby to escort and/or park the aircraft.

9.5.4.5. The Airfield Operations Flight Commander or designated representative will proceed to the aircraft to determine landing validity.

9.5.4.6. The responding representative will interview the pilot and obtain a written circumstantial report, copies of pilots license, drivers license, aircraft registration, and copies of reports taken by other responders such as FAA, Security Forces or Secret Service.

9.5.4.7. Once the interview is completed the category of landing will be ascertained and appropriate landing fees will be assessed according to AFI 10-1001 and appropriate report sent to HQAF XOO/CA.

9.5.4.8. The Airfield Operations Flight Commander will update the 89 Air Wing Commander and 89 Operations Group Commander.

9.6. Aircraft Priorities:

9.6.1. Aircraft in distress.

9.6.2. Aeromedical flights requesting Air Evacuation (AIR EVAC) priority.

9.6.3. Search and rescue (SAR) missions.

9.6.4. Presidential aircraft on operational missions.

9.6.5. 1 HS helicopters on actual scrambles.

9.6.6. Other aircraft on DV-1 missions.

9.6.7. Flight Check aircraft.

9.6.8. NIGHT WATCH aircraft requesting NAOC priority.

9.6.9. Other DV aircraft.

9.6.10. Aircraft on operational missions.

9.6.11. All other aircraft.

9.7. Explosive Operations.

9.7.1. General: It is Air Force policy consistent with operational requirements to comply with explosive safety procedures. Expose the minimum number of people to the minimum amount of explosive for the minimum amount of time.

9.7.2. Hazard Classes and Divisions: Class 1 is divided into 6 divisions.

9.7.2.1. Class/Division 1.1 (Mass-Detonating).

9.7.2.2. Class/Division 1.2 (Non-mass-Detonating, Fragment-Producing).

9.7.2.3. Class/Division 1.3 (Mass Fire).

9.7.2.4. Class/Division 1.4 (Moderate Fire, No Blast).

9.7.2.5. Class/Division 1.5 (Very Insensitive Explosive Substances).

9.7.2.6. Class/Division 1.6 (Extremely Insensitive Explosive Articles).

9.7.3. 89th Airlift Wing explosive operations.

9.7.3.1. Rows 12/13: Explosive Facility License #AJXF 98-08; OPR: 89 APS; Dated: 10 Dec 98 covers HC/D: 1.3 NEW: 100lb HC/D: 1.4NEW: N/A.

9.7.3.2. Hot Cargo Pad: Explosive Site Plan # AMC-Andrews 98-S6 OPR: 89 AW/SEW covers HC/D: 1.1 NEW: 30,000 HC/D: 1.2 NEW: 10,000 HC/D: 1.3 NEW: 10,000 HC/D: 1.4 NEW: P/C (Aircraft Capability)

9.7.3.3. Compass Swing: Explosive Site Plan # AMC-Andrews 98-S6 OPR: 89 AW/SEW covers HC/D: 1.1 NEW: 11,000 HC/D: 1.2 NEW: 10,000 HC/D: 1.3 NEW: 10,000 HC/D: 1.4 NEW: P/C (Aircraft Capability)

9.7.4. 459th Airlift Wing explosive operations.

9.7.4.1. Rows 1-8: Explosive Facility License #AJXF 96-09; OPR: 459th AW; 15 Aug 96 covers HC/D: 1.3 NEW: .6278 HC/D: 1.4 NEW: .0022

9.8. **Anti-Hijacking Procedures** .

9.8.1. All efforts shall be made to prevent aircraft hijacking. Procedures are contained in AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking), FAA Handbook 7110.65, the Installation Security Plan*, and individual unit directives. Any person who becomes aware of or suspects a hijack attempt shall immediately report it to one of the following:

9.8.1.1. Control Tower.

9.8.1.2. Security Forces Helping Hand Line.

9.8.1.3. Base Operations.

9.8.1.4. Air Traffic Control Liaison Office.

9.9. BASH. BASH procedures for Andrews AFB are published in the 89th OPLAN 91-212, *Bird/Aircraft Strike Hazard Plan.* Additionally, specific procedures to be followed during increased bird watch conditions are published in the Flight Information Publications (See also IFR supplement and AP1) for transient aircraft access.

9.10. Snow and Ice Removal. The removal of snow and ice from the airfield will be accomplished according to the 89th AW OPLAN 9538, *Snow Removal and Ice Control Plan.* When a runway is closed for snow removal operations only Airfield Management personnel are authorized to open it. Air Cap 1 and 2 will ensure all vehicles are removed from the runway when directed. When the condition of the runway changes and an RCR is necessary, the entire runway must be completed or there will be no reading available for aircrews.

9.11. FLIPs. User without FLIP accounts shall establish their requirements in writing with Airfield Management. Users will re-validate requirements annually. Base Operations maintains a small stock of FLIPs used by transient aircrews. Recommended changes to FLIP publications will be processed according to FLIP General Planning.

9.12. Photography on the Flight Line and Restricted Areas. Photography on the flight line is governed by AAFBI 31-101, *Normal Security Operations.* All restrictions on exterior photographs of aircraft assigned to the 89AW are lifted. Interior photography restrictions are also lifted however individuals will coordinate with the users prior to engaging in photography. All requests for photography by civilian agencies will be referred to 89th Public Affairs Office.

9.13. Foreign Aircraft Approval. Foreign aircraft will not be given a PPR unless an approved Aircraft Landing Authorization Number (ALAN) is provided from HQ/XOO-CA. Additionally, ramp space must be available, operational requirements permit and leadership approves.

9.14. Airdrome Ramp Freeze/Quiet Periods. Presidential, Vice-Presidential, and selected dignitary moves mandate security protections on the airfield. Ramp Freeze procedures are activated during movements of selected executive personnel.

***NOTE:*** Procedures for ramp freezes are contained in the DV/Ramp Freeze Letter of Agreement on file with Base Operations and Andrews FAA Control Tower.

9.14.1. Quiet Periods:

9.14.1.1. The 89 AW/CC, or designated representative is the approving authority for quiet period requests.

9.14.1.2. Requesting agency will submit their request for a quiet period to 89 OG/CC using the sample request letter in **Attachment 13**. The 89 OG/CC will forward the approved request

to 89 OSS/OSA with any special requirements necessary to maintain continuity of operations during the ceremony.

9.14.1.3. The Secret Service lead agent or security forces detail chief is the approval authority for quiet periods associated with a ramp freeze. The Secret Service lead agent or Security Forces detail chief will notify Base Operations of quiet period requirement as early as possible.

9.14.2. Upon approval Base Operations shall:

9.14.2.1. Notify the FAA tower supervisor in advance of all quiet periods.

9.14.2.2. Coordinate with the necessary agencies to ensure engine runs are terminated in the affected areas and aircrews are briefed on restrictions and anticipated delays.

9.14.2.3. Relay to the FAA tower supervisor any exception to be made during the quiet period as approved by the 89 OG/CC or designated representative.

***NOTE:*** The 89 OG/CC or designated representative is the only authority who can approve an exception during a quiet period.

9.14.2.4. The quiet period will be initiated and terminated as scheduled and published unless notified otherwise by Airfield Manager or designated representative. The Secret Service representative in the tower will perform this function for quiet periods initiated by Secret Service or Security Forces for DVs receiving ramp freeze procedures.

9.15. The FAA tower supervisor shall:

9.15.1. Ensure the air terminal information system (ATIS) includes notice of quiet periods at least 2 hours in advance of the scheduled start times.

9.15.2. Ensure engine runs/aircraft movements are terminated in the affected areas.

9.16. West Side Quiet Period:

9.16.1. No aircraft, vehicular, or support equipment operations shall occur west of the East runway, except in direct support of the ceremony.

9.16.2. Operational Restrictions:

9.16.3. The West runway is unavailable.

9.16.4. The East runway is available for straight-in arrivals to full stop landings only. No engine reverse thrust operations.

9.16.5. No formation or afterburner departures are approved unless authorized by Andrews Tower or 113 FW alert launches.

9.16.6. No practice approaches (including overhead patterns) on either runway.

9.17. East Side Quiet Period:

9.17.1. No aircraft, vehicular, or support equipment operations are authorized east of the West runway, except in direct support of the ceremony.

9.17.2. Operational Restrictions:

9.17.3. The East runway is unavailable.

9.17.4. The West runway is available for straight-in arrivals to full stop landings only. No engine reverse thrust operations.

9.17.5. No formation or afterburner departures.

9.17.6. No practice approaches (including overhead patterns) on either runway.

9.18. Waivers to Airfield/Airspace Criteria. All airfield/airspace waivers are maintained by the 89 CES Community Planner (89 CES/CECP) and Andrews FAA ATC facility. See FLIP for updated waiver information.

9.19. Prior Permission Required (PPR) Procedures. Pilots must request a PPR number from Base Operations 72 hours prior to landing at Andrews. AMC, SAM aircraft, DoD Courier services and air evacuation aircraft are exempt. Due to operations and security check local NOTAMs and FLIPs for up to date changes in PPR procedures.

9.20. Arriving Air Evacuation Notification and Response Procedures. After Base Operations is notified of an inbound or outbound air evacuation they will pass all pertinent information to Andrews' fire department in accordance with Base Operations quick reaction checklist.

9.21. DV Notification Procedures. Upon notification of DV arrivals, Base Operations will notify all required agencies.

9.22. Wear of Hats. The wear of hats on the flight line is not authorized. Protocol duties such as DV greeters or escorts, Presidential Logistic Squadron personnel performing an AF1 launch and recovery, and Security Forces personnel are exempt.

9.23. Lost Communication Instructions. In the event of lost communications pilots are expected to comply with light gun signals from the control tower IAW 7110.65.

9.24. Opposite Direction Take-Offs and Landings. Opposite direction take-offs and landings must be coordinated with the appropriate ATC facility. Approval is granted on a case-by-case basis.

9.25. Flight line Smoking Policy. Smoking is not permitted on the flight line.

9.26. Weather Dissemination and Coordination Procedures. Weather dissemination and coordination procedures will be in accordance with 89 AW SPLAN 9551 *WX Support Plan.*

GLENN F. SPEARS Brigadier General, USAF
Commander

**Attachment 1**

**GLOSSARY OF SUPPORTING REFERENCES AND SUPPORTING INFORMATION**

***References***

AFI 10-1001, *Civil Aircraft Landing Permits*.

AFI 11-202 Volume 3, *General Flight Rules*

AFI 11-206, *General Flight Rules*

AFJMAN 11-208, *Department of Defense Notice to Airman (NOTAM) System*

AFI 13-203, *Air Traffic Control*

AFI 13-204, *Functional Management of Airfield*

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*

AFMAN 37-139, *Records Disposition Schedule*

AFMAN 91-201, Explosive Safety Standards

AAFBI 31-101, *Normal Security Operations*

AAFBI 13-201, *Flight Line Driving Procedures*

FAA, Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace*

FAA Handbook 7110.65*, the Installation Security Plan*

89th OPLAN 91-212, *Bird/Aircraft Strike Hazard Plan*

89th AW OPLAN 9538, *Snow Removal and Ice Control Plan*

89 AW SPLAN 9551 *WX Support Plan*

***Abbreviations and Acronyms***

**ADIZ—**Air Defense Identification Zone

**AFRC—**Air Force Reserve Center

**AGE—**Aerospace Ground Equipment

**AGL—**Above Ground Level

**ALAN—**Aircraft Landing Authorization Number

**ALS—**Airlift Squadron

**ALSF—**Approach Light System with Sequenced Flashing Light

**AOB—**Airfield Operations Board

**AS/CC—**Airlift Squadron Commander

**ASR—**Surveillance Approaches

**ATC—**Air Traffic Control

**ATCALS—**Air Traffic Controls and Landing Systems

**ATIS—**Automatic Terminal Information Systems

**AW/CC—**Airlift Wing Commander

**CAT I ILS—**Category I Instrument Landing System

**CAT II ILS—**Category II Instrument Landing System

**CCW—**Counter Clockwise

**CES/CC—**Civil Engineering Squadron Commander

**89 CES/CECP—**89 Civil Engineering Community Planner

**CG/CC—**Communications Group Commander

**CSC—**Central Security Control

**CW—**Clockwise

**DET 2—**AETC Civil Air Patrol

**DME—**Distance Measuring Equipment

**DV—**Distinguished Visitor

**ELT—**Emergency Locator Transmitter

**ETL—**Engineering Technical Letter

**FAA/AF—**Federal Aviation Administration Air Traffic Control Facility

**FAA/ATCT—**Federal Aviation Administration Air Traffic Control Facility

**FCF—**Functional Check Flight

**FCLP—**Field Carrier

**FLIP—**Flight Information Publication

**FOD—**Foreign Object Damage

**FP—**Force Protection Level

**FS/CC—**Fighter Squadron Commander

**HATR—**Hazardous Air Traffic Report

**HQ AMC—**Headquarters Air Mobility Command

**1HS/CC—**First Helicopter Squadron Commander

**IFR—**Instrument Flight Rules

**IMC—**Instrument Meterological Conditions Center

**MACC—**Maintenance Aircraft Coordination Center

**MAG—**Marine Aircraft Group

**MEDEVAC—**Medical Evacuation

**MLS—**Microwave Landing System

**MSL—**Mean Sea Level

**NAF OPS—**Naval Air Facility Operations

**NAOC—**National Airborne Operations Center

**NDB—**Non Directional Beacon

**NORDO—**No Radio

**OG/CC—**Operations Group Commander

**OSS—**Operations Support Squadron

**OSS/CC—**Operations Support Squadron Commander

**OSS/OSA—**Operations Support Squadron/Airfield Operations Flight

**PAG/CC—**Presidential Airlift Group Commander

**PAPI—**Precision Approach Path Indicators

**PCAS—**Primary Crash Alarm Systems

**PLB—**Personnel Locator Beacon

**PPR—**Prior Permission Required

**RCR—**Runway Condition Reading

**ROICC—**Resident Office in Charge of Constructions

**RSC—**Runway Surface Conditions

**SAM—**Special Air Mission

**SCN—**Secondary Crash Net

**SENEX—**Senior Executives

**SFS/CC—**Security Forces Squadron Commander

**SPTG/CC—**Support Group Commander

**SRT—**Spill Response Team

**SVS/CC—**Services Squadron Commander

**TACAN—**Tactical Air Navigation

**USAPAT—**U.S. Army Priority Air Transport

**VAQ OPS—**Naval Fixed Wing Tactical Electronic Warfare Squadron Operations

**VFR—**Visual Flight Rules

**VMC—**Visual Meteorological Conditions

**VOR—**VHF Omni-Directional Range

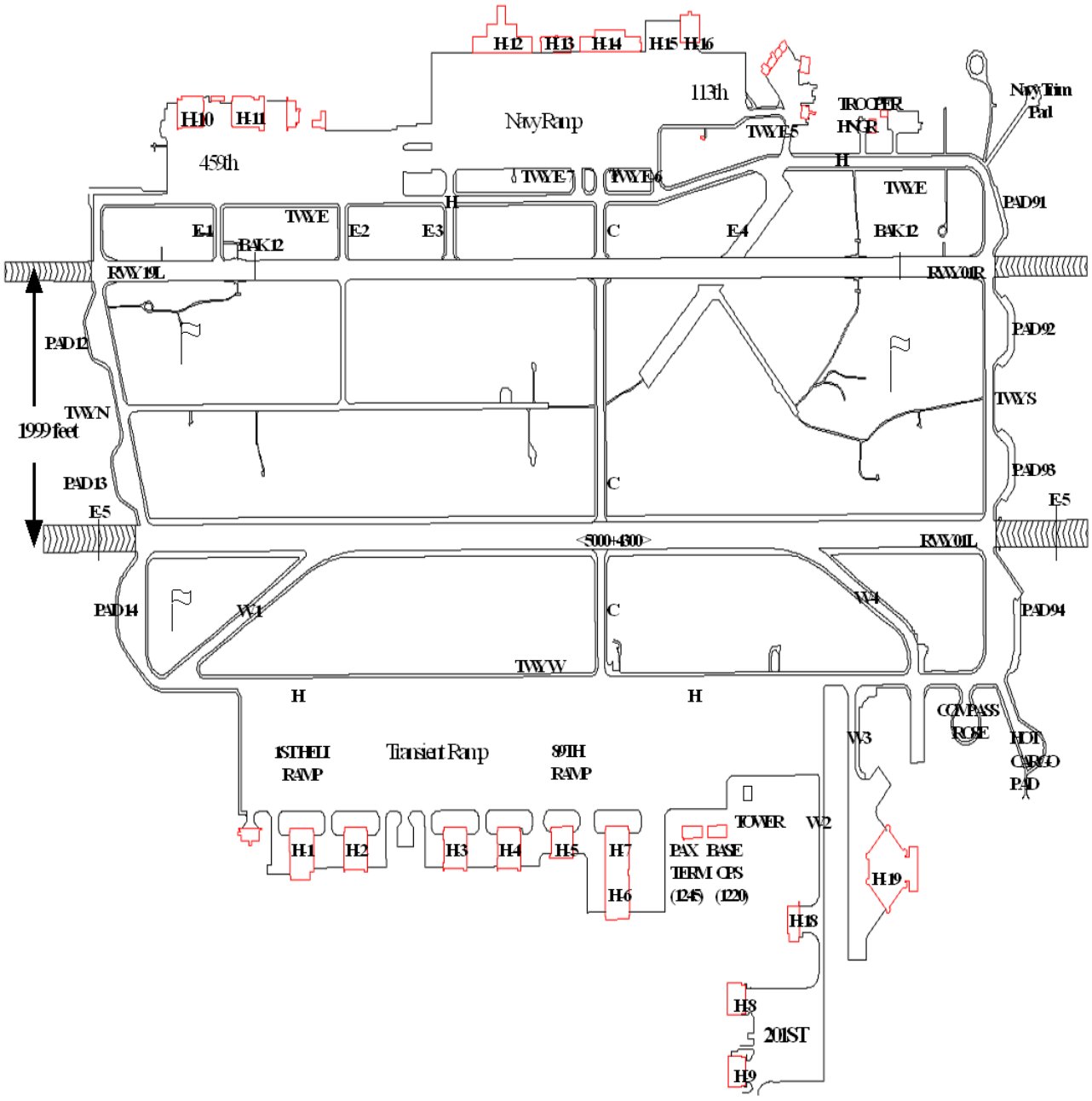
**VORTAC—**VOR and TACAN combined

**VOT—**VOR Testing Equipment

**VR OPS—**Naval Fleet Logistics Support Operations

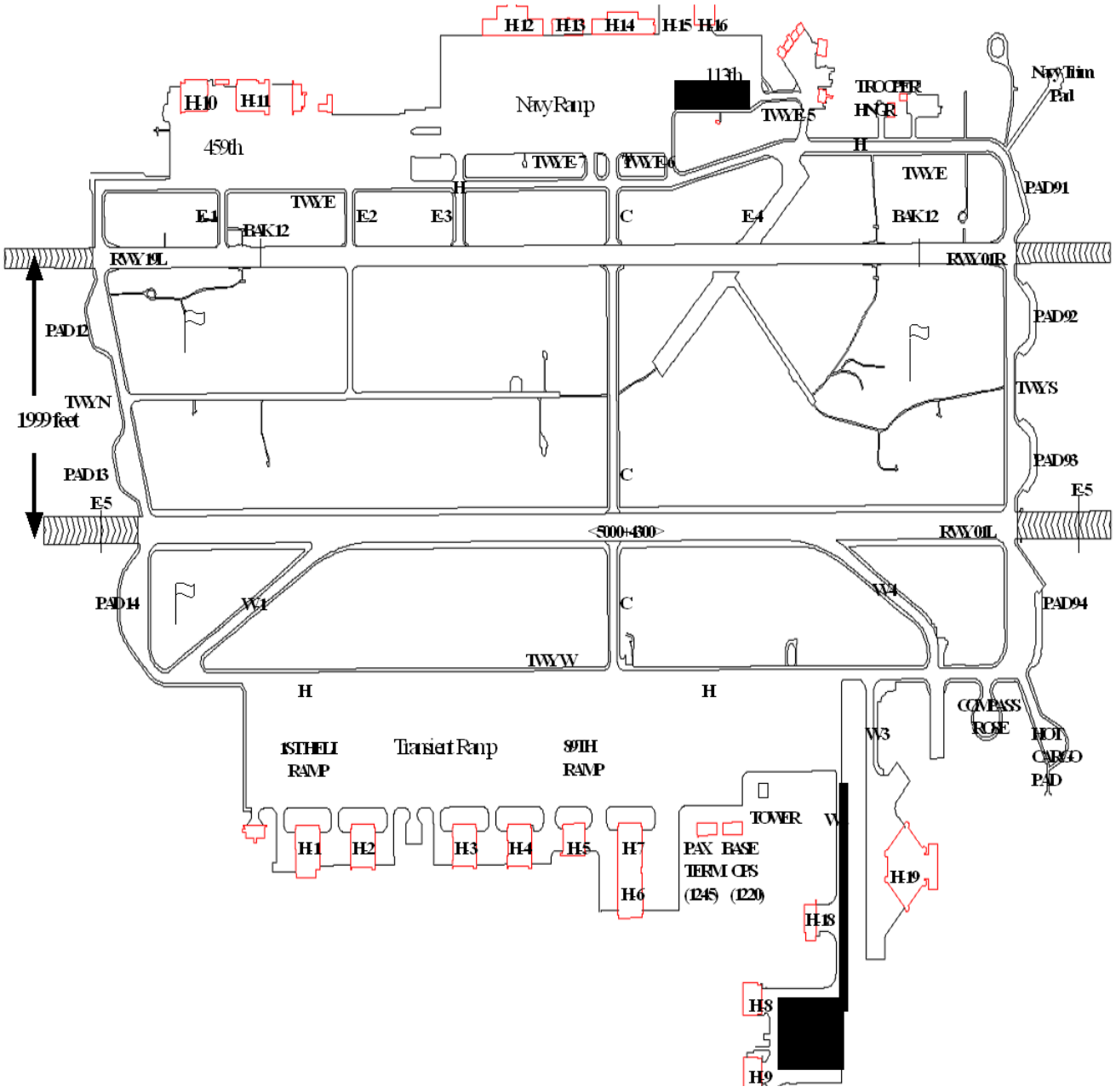
## Attachment 2

## AIRFIELD DIAGRAM



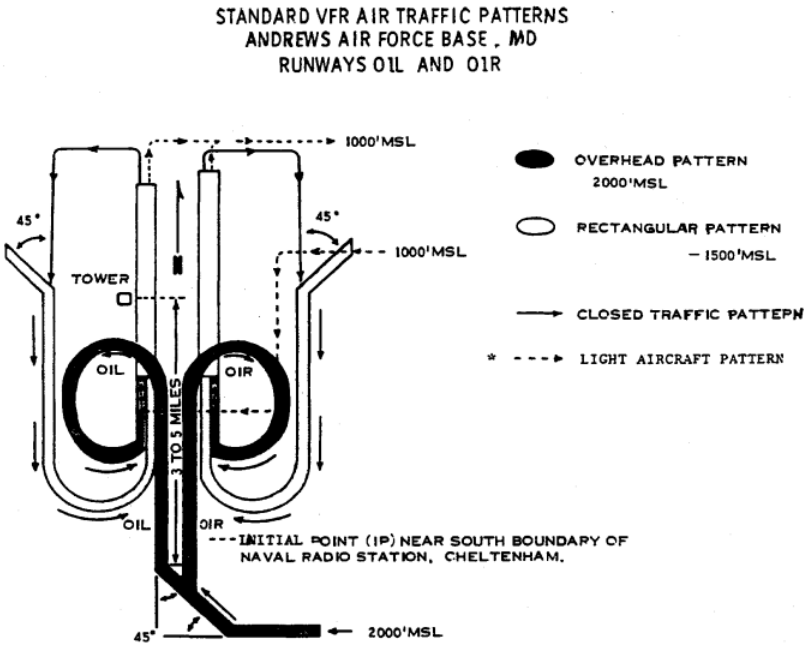
## Attachment 3

## VISUAL AIRFIELD BLIND SPOTS



## Attachment 4

## VFR TRAFFIC PATTERNS RUNWAYS 1L/1R




1. Departing traffic from both 01L and 01R will normally turn right after takeoff; however, all traffic will continue straight ahead to at least Suitland Parkway before turning.

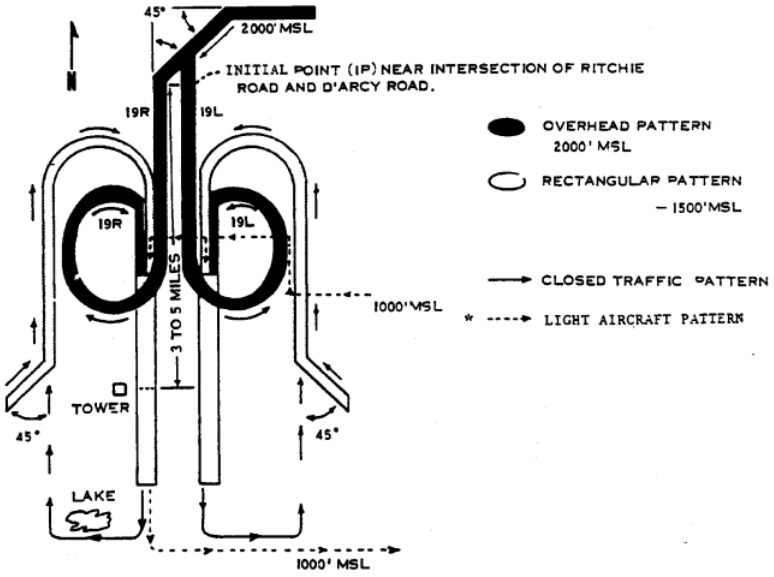
2. Traffic departing 01L will not cross the extended centerline of 01R within the control zone without tower clearance.

3. Complete turn to final at least 1/4 mile from end of runway and at least 600 feet MSL.

## Attachment 5

## VFR TRAFFIC PATTERNS RUNWAYS 19L/19R

STANDARD VFR AIR TRAFFIC PATTERNS
ANDREWS AIR FORCE BASE, MD
RUNWAYS 19R AND 19L



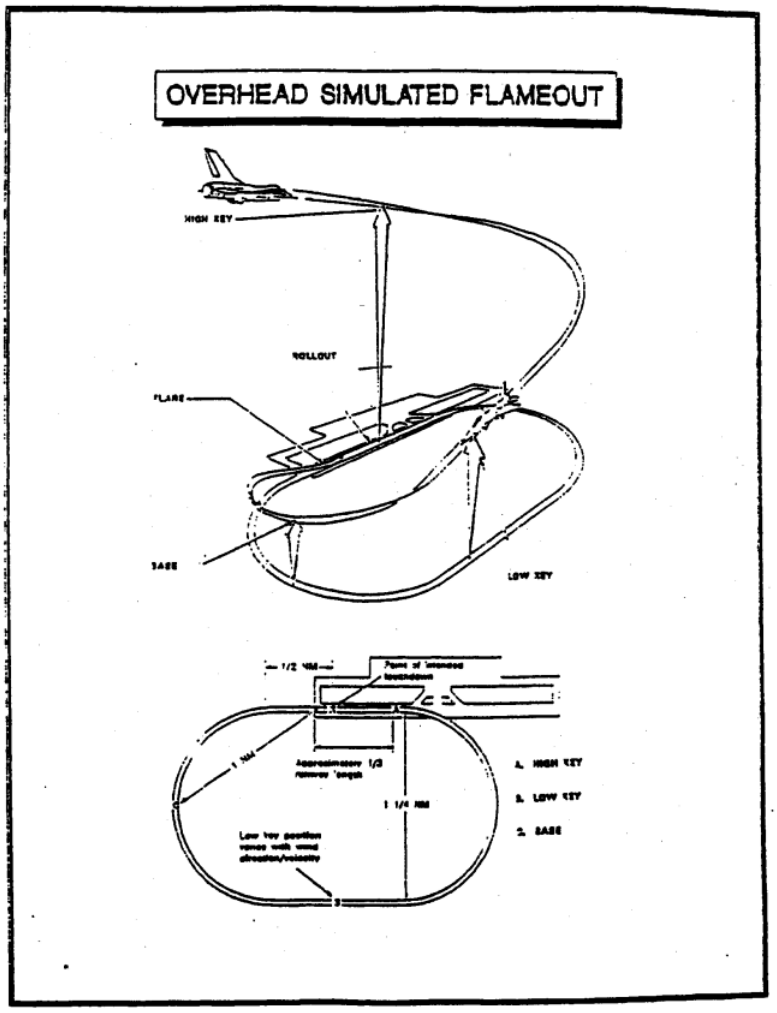

1. Departing traffic from both 19R and 19L will normally turn left after takeoff; however, all traffic will continue straight ahead to at least abeam lake south of 19R before turning.

2. Traffic departing 19R will not cross the extended centerline of 19L within the control zone without tower clearance.

3. Complete turn to final at least 1/4 mile from end of runway and at least 600 feet MSL.

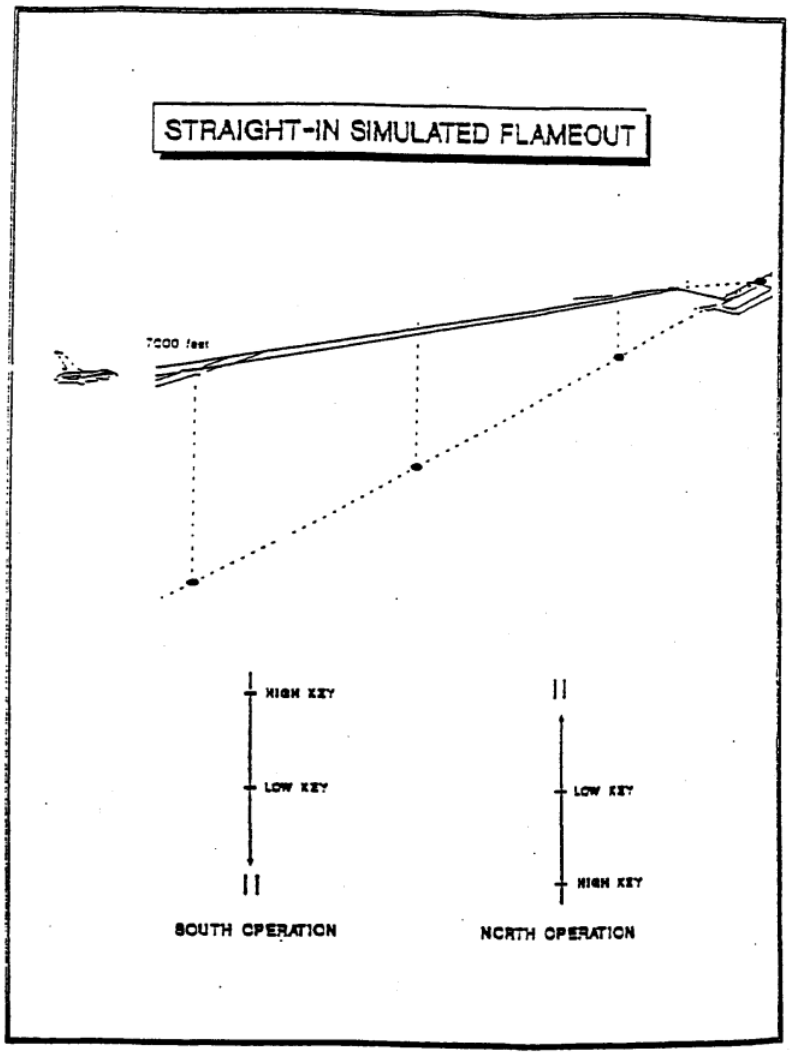
**Attachment 6**

**SFO PATTERN (OVERHEAD OPTION)**



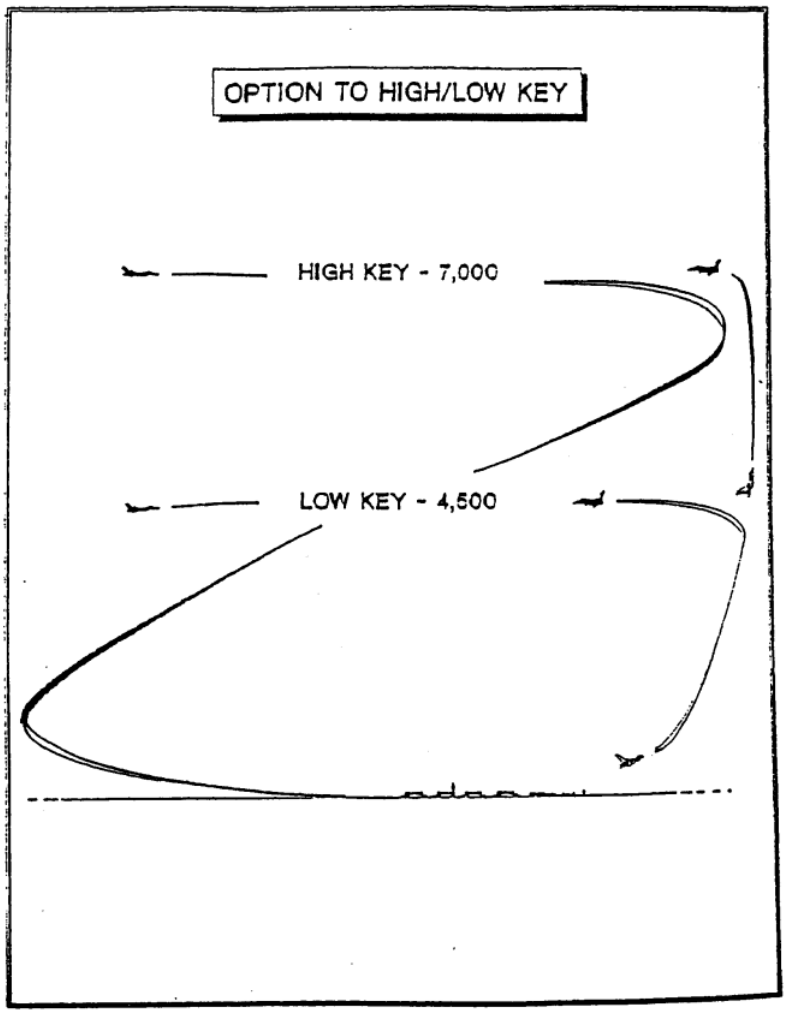
**Attachment 7**

**SFO PATTERN (STRAIGHT-IN-OPTION)**



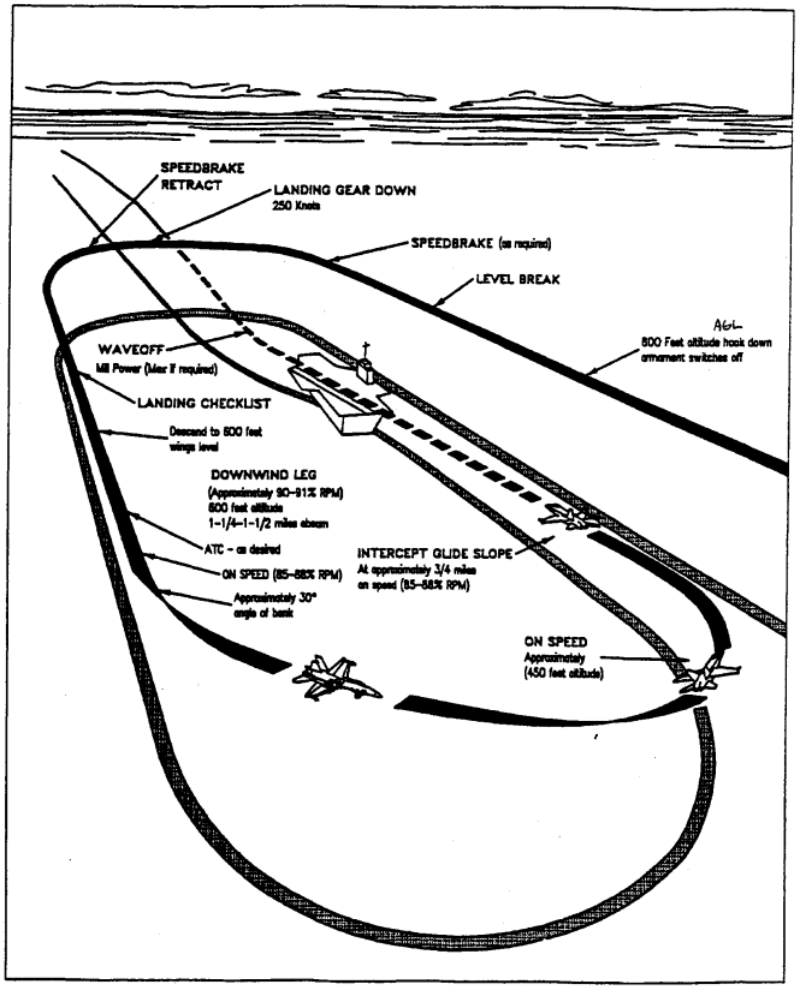
**Attachment 8**

**SFO PATTERN (OPTION TO HIGH AND LOW KEY)**



## Attachment 9

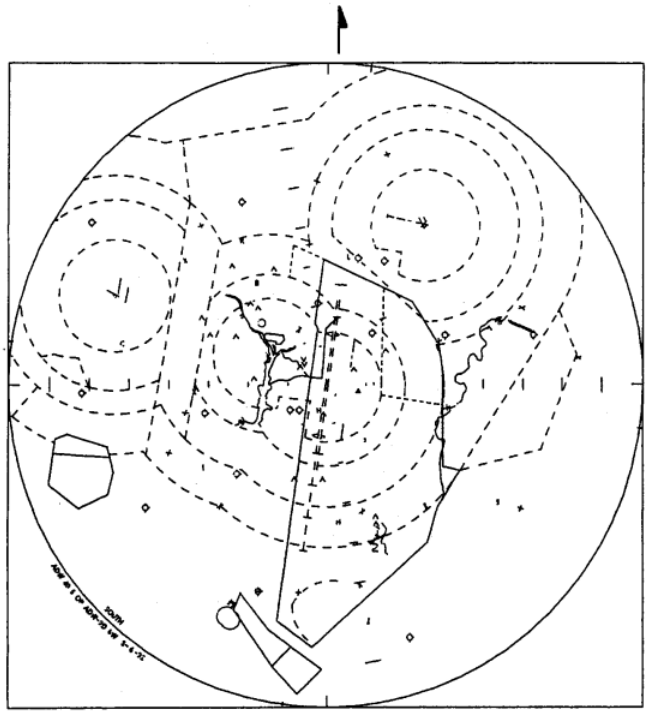
## CARRIER LANDING PATTERN




Carrier Landing Pattern

**Attachment 10**

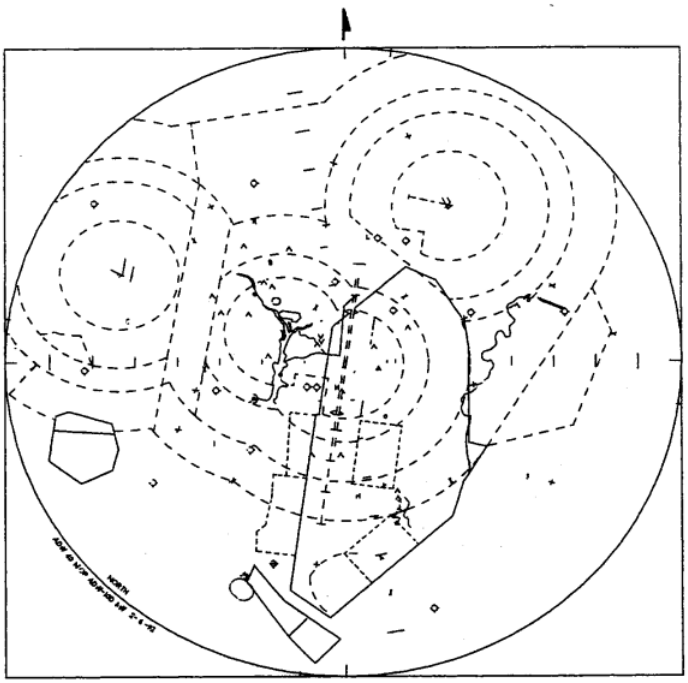
**ANDREWS AFB DELEGATED AIRSPACE RUNWAYS 19R/19L OPERATIONS**



**ANDREWS AFB DELEGATED AIRSPACE RUNWAY 19R/19L OPERATIONS**

**Attachment 11**

**ANDREWS AFB DELEGATED AIRSPACE RUNWAYS 1R/1L OPERATIONS**

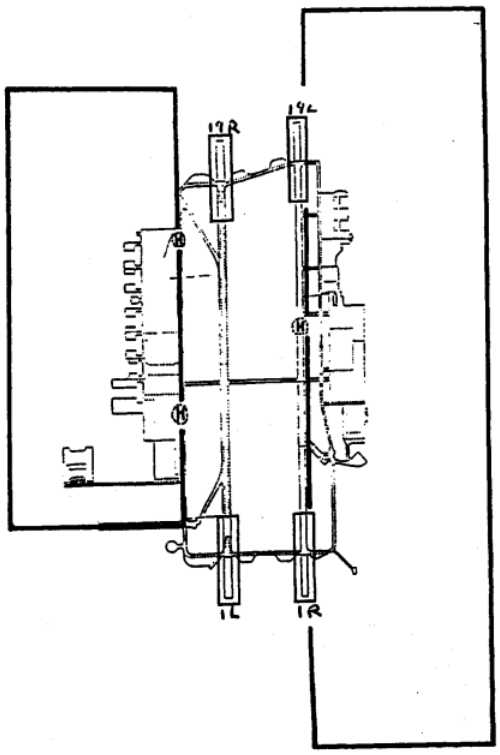


**ANDREWS AFB DELEGATED AIRSPACE**
**RUNWAY 1R/1L OPERATIONS**

## Attachment 12

## HELICOPTER PATTERNS

HELICOPTER TRAFFIC PATTERNS, ANDREWS AFB




1. Pattern altitude is 800 feet MSL. Minimum base and crosswind altitude is 600 feet MSL.
2. Direction of traffic will be directed by Andrews Tower.
3. Helicopter transition on East runway:
3.1. 180 degree turning autorotations will be flown at a minimum of 1100 feet MSL. Pilot should request this altitude for each autorotation.
3.2. Landings both north and south will be accomplished within the first 2000 feet of the runway, or on the designated helicopter pad. Departures north and south turn crosswind as good as speed and altitude permits.

**Attachment 13**

**QUIET HOURS REQUEST LETTER SAMPLE**

Date:_____

MEMORANDUM FOR 89 OG/CC
89 OSS/OSA
IN TURN

FROM: _____

SUBJECT: Quiet Hours/Period Request

1. Request a quiet period for (event)_____at (location)_____ .
On (date)_____ from (local time)_____ to _____ . This time frame is only to cover the speaking portion of the event.

2. If there are any questions concerning this request please contact (unit POC)_____
at _____.

_____
(Requester)

1st Ind, 89 OG/CC Date:_____

MEMORANDUM FOR 89 OSS/OSA

Approved/Disapproved

**West side quiet hours:**

____ No aircraft, vehicle traffic, or support equipment operations shall occur from row 10 through row 12. No west runway practice approaches or departures. Full stop only on west runway. Minimize use of reverse thrusters on west runway. East runway normal operations.

____ No aircraft, vehicular traffic, or support equipment operations shall occur north of row 5 and no west runway operations except in direct support of the ceremony. East runway normal operations.

**East side quiet hours:**

_____ No aircraft, vehicle traffic, or support equipment operations shall occur in the vicinity of the ceremony. No east runway operations unless in direct support of the ceremony. West runway normal operations.

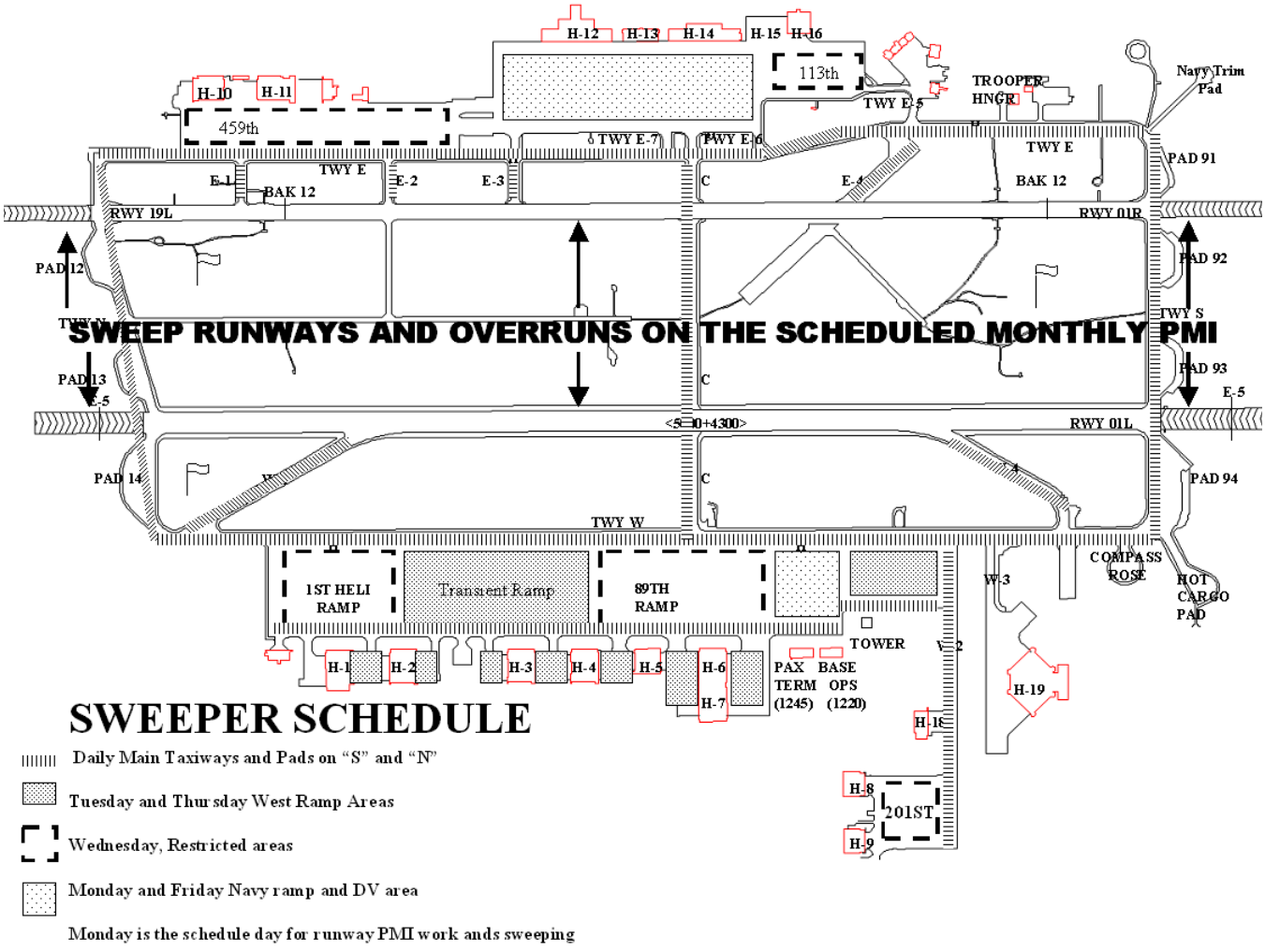
____ Additional restrictions or modifications to quiet period:_____

---

XXXXXXXXXXX, Colonel. USAF
Commander, 89th Operations Group

## Attachment 14

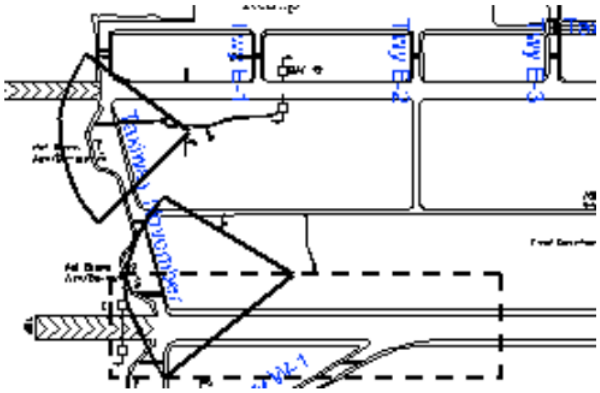
## SWEEPER SCHEDULE



**Attachment 15**

**CRITICAL AREAS**

NORTH END INSTRUMENT CRITICAL AREAS



SOUTH END INSTRUMENT CRITICAL AREAS